

**ORIGINAL**Decision No. 48518

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. 34131

Charles Boehm, for applicant. Mrs. J. H. Opperman,  
 protestant, Mrs. Arthur Braham, Mrs. Roy R. Hill,  
Mrs. Cora Breckenridge, Donald E. Sheeler, John W.  
Chapman for Benton Bus Lines, interested parties.

O P I N I O N

By this application, Eastern Cities Transit, Inc., a  
 passenger stage corporation providing service in and around the  
 City of Whittier, California, seeks authority to make certain  
 route changes as hereinafter set forth, and requests an in lieu  
 certificate.  
 (1)

A public hearing was held in the City of Whittier on  
 April 1, 1953, before Examiner Rogers. Evidence was presented  
 at the hearing and the matter was submitted. It is now ready  
 for decision.

(1) For applicant's authority see Decision No. 45840, dated  
 June 19, 1951, on Application No. 32402; Decision No. 45897,  
 dated June 29, 1951, on Application No. 32402; Decision No.  
 46414, dated November 13, 1951, on Application No. 32742; De-  
 cision No. 36975, dated April 8, 1952, on Application No. 33130;  
 and Decision No. 47593, dated August 19, 1952, on Application  
 No. 33533.

Prior to the hearing, notice thereof was published in a newspaper of general circulation in Whittier<sup>(2)</sup> and posted in all of applicant's buses,<sup>(3)</sup> as requested by the Commission. The Pacific Electric Railway Company, Holbrook Transit Company and Benton Bus Lines were notified of the hearing and either advised the Commission that they had no objection to the application or failed to make an appearance. The City of Whittier had no objection to the granting of the application.<sup>(4)</sup>

No change in fares is contemplated in the territory now served. Routes Nos. 5 and 6 are to be extended beyond applicant's presently served territory, and five cents additional fare will be charged for service beyond existing termini.

The only protest was by a woman residing on Close Street near Mills Avenue. She declined to offer any evidence. In order to use applicant's services she now walks approximately 1,800 feet to the intersection of Gunn Avenue and Mystic Street. Under the proposed changes, this intersection will no longer be served, and in order to use applicant's services the protestant will be required to walk an additional 1,200 feet to the intersection of Mystic Street and Calmada Avenue. However, Benton Bus Lines operates a service from the City of Whittier past the intersection of Mills Avenue and Close Street, very near to protestant's home. There appears to be no reason why she cannot secure transportation into Whittier via this line.

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(2) Exhibit No. 1.  
(3) Exhibit No. 2.  
(4) Exhibit No. 8.

(1) Whittier Route No. 1.

On this line applicant requests authority to abandon service on Laurel Avenue between Carnell Street and Danbrook Drive, and on Danbrook Drive between Laurel Avenue and Walnut Way (a portion of a loop - the other portion being Carnell Street, Jacmar Avenue, Putnam Street and Walnut Way between the intersection of Carnell Street and Laurel Avenue, and the intersection of Danbrook Drive and Walnut Way). In lieu thereof, applicant proposes to operate on Walnut Way between Danbrook Avenue and Glenn Drive, on Glenn Drive between Walnut Way and Gunn Avenue, Gunn Avenue between Glenn Drive and Lanning Drive, Lanning Drive between Gunn Avenue and Armley Avenue, Armley Avenue between Lanning Drive and Oval Drive, Oval Drive between Armley Avenue and Gunn Avenue, and Gunn Avenue between Oval Drive and Glenn Drive.  
(5)

This routing will enable applicant to give a more direct and half-hourly service to patrons formerly using Line No. 6 which has hourly service and operates via a longer route into Whittier. A passenger count for a representative week shows that a total of 41 passengers boarded and 53 alighted along the portion proposed to be abandoned between the

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(5) The application requested that everything east of the intersection of Glenn Drive and Gunn Avenue be included in Route No. 6. As the applicant proposes to have a fourth fare zone between the intersections of Luitwieler Avenue and Dunton Drive and the intersection of Mills Avenue and Hawes Street, leaving the loop operation described as part of proposed Route No. 6, a situation would result where the longer ride would be cheaper than the shorter ride over the same route. Applicant has informed the Commission by letter that the Gunn Avenue, Lanning Drive, Armley Avenue, Oval Drive loop may be included in Route No. 1.

intersection of Carnell Street and Laurel Avenue and the intersection of Walnut Way and Danbrook Drive, via Laurel Avenue and Danbrook Drive, and that only 5 passengers boarded and 9 passengers alighted at the intersection of Danbrook Drive and Laurel Avenue, the point most distant from continuing services. (6)

These passengers will be required to walk two-tenths of one mile to the intersection of Carnell Street and Laurel Avenue for service if the application is granted. There was no opposition to these changes. We find that public convenience and necessity require that the proposed changes be made.

(2) Whittier Route No. 2.

On this line applicant proposes to abandon service on Lambert Road between Greenleaf Avenue and Painter Avenue, and on Painter Avenue between Lambert Road and Oval Drive. In lieu thereof, applicant will serve on Painter Avenue between Mulberry Drive and Mystic Street, on Mystic Street between Painter Avenue and Greening Avenue, and on Calmada Avenue between Mystic Street and Mulberry Drive. This routing, which adds a portion of Route No. 6 to Route No. 2, will enable applicant to serve a newly developed district south of Mulberry Drive as well as to give a portion of applicant's present Route No. 6 (east of the intersection of Mulberry Drive and Greening Avenue) 30-minute and more direct service compared with its present hourly service and longer routing. All points via the route proposed to be abandoned are within .27 of one mile, or less, from the rerouted services. At the intersection of Lambert Road and Painter Avenue, the point

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(6) Exhibit No. 4.

most distant from the rerouted service, during a representative week, an average of one passenger boarded and one passenger per day alighted. <sup>(7)</sup> The only objection to the rerouting was from the afore-mentioned protestant residing on Close Street near Mills Avenue. We find that public convenience and necessity require that the proposed change be made.

(3) Whittier Route No. 5.

Applicant proposes to abandon service on Whittier Boulevard between Colima Road and Cole Road, on Cole Road between Whittier Boulevard and Cullen Street, on Colima Road between Cullen Street and Luftwieler Avenue, on Danbrook Drive, Dalmatian Avenue and Dunton Drive. Instead thereof, applicant proposes to serve via Colima Road between Whittier Boulevard and Cullen Street, Cullen Street between Cole Road and Scott Avenue, Scott Avenue between Cullen Street and Leffingwell Road, on Santa Fe Street between Colima Road and Scott Avenue, and Colima Road between Santa Fe Street and Hawes Street. This change will permit applicant to serve a new residential district of more than 600 homes along Scott Avenue between Whittier Boulevard and Leffingwell Road. The Santa Fe Street portion will be used only during early morning hours and on Saturdays as a more direct route, by the use of transfers into Whittier. No portion of the routing to be abandoned is more than one-quarter of a mile from the new routes. There were no protests. We find that public convenience and necessity require that the proposed changes be made.

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(7) Exhibit No. 5.

(4) Whittier Route No. 6.

Applicant proposes to abandon service on Gunn Avenue between Carnell Street and Lanning Drive and between Oval Drive and Mystic Street, on Mystic Street between Gunn Avenue and Calmada Avenue, on Mulberry Drive between Gunn Avenue and Calmada Avenue, and on Greening Avenue between Mystic Street and Mulberry Avenue. In lieu thereof, it proposes to serve on Hawes Street between Armley Avenue and Colima Road, Colima Road between Hawes Street and Dunton Drive, Dunton Drive between Colima Road and Luitwieler Avenue, Colima Road between Luitwieler Avenue and Lambert Road, Lambert Road between Colima Road and Mills Avenue, Mills Avenue between Lambert Road and Carnell Street.

This routing will enable applicant to serve a new district containing approximately 800 homes north of Broadway and between Mills Street and Colima Road. It will provide direct service to Whittier via transfer from Line No. 6 to Line No. 1 at Armley Avenue and Hawes Street.

No passengers will be required to walk more than one-fourth of one mile in addition to the distance now traveled for service. There were no objections to these proposals. We find that public convenience and necessity require that the proposed changes be made.

O R D E R

Application having been made, the Commission being fully advised in the premises and having found 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 Eastern Cities Transit, Inc., authorizing the establishment and operation of a service as a passenger stage corporation as defined in Section 226 of the Public Utilities Code, for the transportation of passengers

between the intersection of Gage Avenue and First Street, on the one hand, and the intersection of Downey Road and Whittier Boulevard, on the other hand; between the intersection of Gage Avenue and First Street, on the one hand, and the intersection of Gage Avenue and Michigan Avenue, on the other hand; between the intersection of Whittier Boulevard and Downey Road, on the one hand, and the intersection of Whittier Boulevard and Brannick Avenue, on the other hand; between the intersection of Whittier Boulevard and Ford Boulevard, on the one hand, and the intersection of Third Street and Rowan Avenue, on the other hand; between the intersection of Rowan Avenue and First Street, on the one hand, and the intersection of Whittier Boulevard and Kern Avenue, on the other hand; between the intersection of Armley Avenue and Oval Drive, on the one hand, and the intersection of Rincon Drive and Broadway, on the other hand; between Workman Mill Road at the Rose Hills Memorial Park, on the one hand, to the intersection of Mulberry Drive and Calmada Avenue, on the other hand; from the intersection of Hadley Street and Greenleaf Avenue on the one hand, to the intersection of Broadway and Greenleaf Avenue, on the other hand; from the intersection of Palm Avenue and Monte Vista Drive, on the one hand, and the intersection of Norwalk Boulevard and Monte Vista Drive, on the other hand; from the intersection of Philadelphia Street and Pickering Avenue, on the one hand, and the intersection of Cedarcliff Avenue and Mines Boulevard, on the other hand; from the intersection of Norwalk Boulevard and Beverly Boulevard, on the one hand, to the intersection of Olympic Boulevard and Grape Street, on the other hand; from the intersection of Pine Street and Elnora Street, on the one hand, to the intersection of Grape Street and Olympic Boulevard, on the other hand; between the intersection of Comstock Avenue and Philadelphia Street, on the one hand, and the intersection of Scott Avenue and Leffingwell Road, on the other hand, between the intersection of Santa Fe Street and Scott Avenue, on the one hand, and the intersection of

Colima Road and Hawes Street, on the other hand; and between the intersection of Carnell Street and Mills Avenue, on the one hand, and the intersection of Hawes Street and Armley Avenue, on the other hand; all in the East Los Angeles-Montebello-Whittier area of Los Angeles County, serving all intermediate points.

(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 days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and upon not less than five 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 routes:

1. Belvedere Division - Kern Avenue Route

From the intersection of Gage Avenue and First Street along First Street, Rowan Avenue, Michigan Avenue, Gage Avenue, Hammel Street, Brannick Avenue, Floral Drive, Ford Boulevard, Brooklyn Avenue, Mednick Avenue, Third Street, Kern Avenue, Whittier Boulevard, Brannick Avenue, Verona Street, and Downey Road to its intersection with Whittier Boulevard. Also, along Gage Avenue between First Street and Michigan Avenue, and along Whittier Boulevard between Downey Road and Brannick Avenue.

2. Belvedere Division - Ford Boulevard Route.

From the intersection of Whittier Boulevard, along Ford Boulevard, Eugene Street, Eastern Avenue, Michigan Avenue, Sunol Avenue, Third Street to its intersection with Rowan Avenue.



3. Belvedere Division - East First Street Route.

From the intersection of Rowan Avenue along First Street, Vancouver Avenue, Brooklyn Avenue, Hillview Avenue, Sadler Avenue, via Campo, Hillview Avenue, Beverly Boulevard, Sadler Avenue, Eagle Street, LaVerna Avenue and Whittier Boulevard to its intersection with Kern Avenue

4. Whittier Division - Route No. 1.

Beginning at the intersection of Armley Avenue and Oval Drive, thence via Oval Drive, Gunn Avenue, Glenn 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.

Also, beginning at Armley Avenue and Oval Drive, along Armley Avenue, Lanning Drive and Gunn Avenue to its intersection with Glenn Drive.

5. Whittier Division - 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, Mystic Street, Greening Avenue, Calmada Avenue and Mulberry Drive to its intersection with Painter 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.

6. Whittier Division - Route No. 3.

Beginning at the intersection of Philadelphia Street and Pickering Avenue, thence along Philadelphia Street, Comstock Avenue, College Street, Pickering Avenue, Hadley Street, Gretna Avenue, Rosehedge Drive, Cedarcliff Avenue, Mines Boulevard, Culley Avenue, Saragosa Street, Broadway, Winchell Street, Cedarcliff Avenue, to its intersection with Mines Boulevard.

7. Whittier Division - Route No. 4.

From Norwalk Boulevard along Beverly Boulevard, Tobias Avenue, Melita Street, Amistad Avenue, Friendship Avenue, Banta Road, Durfee Avenue, Gallitan Road, Rosemead Boulevard, Los Posas Street, Ibsen Street, Lexington Road, Beverly Boulevard, Pine Street, Olympic Boulevard to Grape Street.

Also, along Elnora Street and Grape Street between Pine Street and Olympic Boulevard.

8. Whittier Division - 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, 2d Street, Ocean View Avenue, Chestnut Street, Gunn Avenue, Carnell Street, Mills Avenue, Whittier Boulevard, Colima Road, Cullen Street and Scott Avenue to its intersection with Leffingwell Road.

Also, beginning at the intersection of Santa Fe Street and Scott Avenue, thence along Santa Fe Street, Colima Road to its intersection with Hawes Street.

9. Whittier Division - Route No. 6.

Beginning at the intersection of Carnell Street and Mills Avenue, thence along Mills Avenue, Lambert Road, Colima Road, Luitwieler Avenue, Dunton Drive, Colima Road and Hawes Street to its intersection with Armley 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 certificate of public convenience and necessity granted to applicant herein by 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, Decision No. 46414, dated November 13, 1951, on Application No. 32742, Decision No. 46975, dated April 8, 1952, on Application No. 33130, and Decision No. 47593, dated August 19, 1952, on Application No. 33533, is hereby revoked and rescinded.

(4) That at least five days prior to the establishment of the changes in service hereinbefore authorized, applicant shall post notices of the route changes in all its buses in the Whittier Division service.

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

Dated at San Francisco, California, this 21<sup>st</sup> day of April, 1953.

[Signature]  
President  
Justin J. Callahan  
Harold P. Kula  
[Signature]  
[Signature]  
Commissioners