

ORIGINAL

Decision No. 48754

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of AZUSA MOTOR BUS COMPANY, a )  
corporation, for authority to )  
amend existing routes and to )  
increase existing fares. )  

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Application No. 34114

APPEARANCES

Jack W. Windle, for Azusa Motor Bus Company,  
applicant.

Harry M. Wentz in propria persona.

Glenn Newton for the engineering staff of  
the Public Utilities Commission of the  
State of California.

O P I N I O N

Azusa Motor Bus Company is a corporation engaged in transporting passengers by motor vehicle within and between the cities of Azusa, Baldwin Park and Puente and adjacent areas. By this application as amended it seeks authority to amend existing routes within and between Azusa and Baldwin Park, to discontinue service from Baldwin Park to Puente, to extend operations to West Covina and Covina, and to establish increased fares.<sup>1</sup>

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<sup>1</sup> The application was filed on February 18, amended on March 23, 1953, and further amended at the hearing.

A public hearing was held before Examiner Bryant at Azusa on June 9, 1953. Advance notices of the hearing were posted and published in the areas served and were sent to cities, organizations and carriers believed to be interested. The matter is ready for decision.

Evidence was introduced by applicant's president, by a former operator of the company, by a rider who is active in civic affairs in the Baldwin Park area, and by an engineer of the Commission staff.

The evidence shows that the proposed route changes are designed to serve a greater number of patrons and to improve the earnings of the company. Most of the route revisions in the Azusa and Baldwin Park areas would be changes from one street to another in the same general vicinity. The principal service extension would be from Baldwin Park through West Covina to Covina. The principal route abandonment would be between the Baldwin Park area and Puente. This latter service was started in October 1951 and was operated on an hourly schedule until July 1952 when a reduction was made to one trip daily. Apparently no service has been operated thereon since December 31, 1952. In general, the new routes would serve areas where many new homes have been or are being built and where no other public transportation is available. The routes as they are proposed to be operated would involve a considerable amount of circuitry except during the morning and evening peak periods when direct alternate routes would be used. Applicant's president testified that in his opinion the circuitous routes are desirable in order to provide the greatest convenience to the greatest number of patrons.

The present adult fares are 10 cents for the initial zone and 5 cents additional for each additional zone. The company proposes to increase the initial zone fare to 15 cents, thereby increasing each adult fare by 5 cents. Children's fares would be retained at the present minimum of 10 cents, but interzone children's fares would be increased sufficiently to maintain the existing basis of one-half of the adult fare.

The evidence shows that Azusa Motor Bus Company suffered an operating loss of \$466 in 1951 and \$649 in 1952. Applicant did not submit a detailed estimate of operating results anticipated under the proposed fares and routes. The president stated that he was hopeful that the sought changes would provide earnings sufficient to permit renovation of the buses and the accumulation of a depreciation reserve for their eventual replacement. According to a study submitted by the Commission engineer, operations for the future year ending June 30, 1954, would result in an estimated net loss of \$1,075 under present fares or in net earnings of \$620 under the proposed fares. The operating ratio under the proposed fares would be 95 percent after provision for income taxes. These figures were predicated upon operation over the present routes, but it was the engineer's conclusion that the results likely to be obtained during the coming year from operation over the proposed routes would be similar.

One of the patrons, a resident of Baldwin Park, testified that in his opinion the proposed changes were in the public interest and should be authorized. No one opposed the application in any respect.

The record is clear that applicant's revenues from its present fares are not sufficient to return operating costs and

provide reasonable earnings. The fare increases as herein proposed provide an equitable basis for obtaining the revenues required to sustain the operations of Azusa Motor Bus Company. The route changes appear to have been designed to render the best practicable service to the greatest number of patrons.

Upon careful consideration of all of the facts and circumstances of record the Commission is of the opinion and finds as a fact that public convenience and necessity require the proposed route changes and that the sought fare increases are justified. Applicant will be authorized to operate a passenger stage service and charge fares as hereinafter set forth. For the purpose of clarification an in lieu certificate will be granted.

O R D E R

A public hearing having been held and the Commission having found upon the evidence adduced that public convenience and necessity so require, and that fares herein authorized are justified,

IT IS ORDERED:

(1) That Azusa Motor Bus Company, a California corporation, be and it hereby is granted a certificate of public convenience and necessity 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 persons between Azusa, Baldwin Park, West Covina and Covina and intermediate points.

(2) That in providing service pursuant to the certificate herein granted, Azusa Motor Bus Company 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, Azusa Motor Bus Company shall conduct said operation over and along the following described routes:

Commencing at the intersection of Azusa Avenue and Foothill Boulevard in Azusa, proceeding east on Foothill to Cerritos Avenue; thence south on Cerritos to 5th Street; thence west on 5th to Virginia Avenue; thence south on Virginia to 3rd Street; thence east on 3rd to Vernon Avenue; thence south on Vernon to 1st Street; thence east on 1st Street to Pasadena Avenue; thence south on Pasadena approximately 200 feet to a new street not yet named; thence southerly and westerly along said unnamed street to its intersection with Azusa Avenue at a point approximately 200 feet south of Paramount Street; thence south on Azusa Avenue to Gladstone Street; thence west on Gladstone Street to Clydebank Avenue; thence south on Clydebank to Arrow Highway; thence west on Arrow to Valinda Avenue; thence south on Valinda to Cypress Avenue; thence west on Cypress to Azusa Canyon Road; thence north on Azusa Canyon Road to Olive Street; thence west on Olive Street to Maine Avenue; thence north on Maine to Joanbridge Street; thence west on Joanbridge to Sierra Madre Avenue; thence south on Sierra Madre to Olive Street; thence west on Olive to Stewart Avenue; thence south on Stewart to Los Angeles Street; thence west on Los Angeles to Harlan Avenue; (turnaround at Los Angeles and Harlan) thence east on Los Angeles to Bresee Avenue; thence south on Bresee to Palm Avenue; thence east on Palm to Stewart Avenue; thence south on Stewart to West Ramona Boulevard; thence east on West Ramona to Sierra Madre Avenue; thence north on Sierra Madre Avenue to Palm Avenue; thence east on Palm Avenue to Maine Avenue; thence south on Maine to Holt Avenue; thence southeast on Holt to Vineland Avenue; thence southwest on Vineland to Merced Avenue; thence southeast on Merced to Puente Avenue;

thence northeast on Puente to MacDevitt Street; thence southeast on MacDevitt to Willow Avenue; thence northeast on Willow to Pacific Avenue; thence northwest on Pacific to Puente Avenue; thence northeast on Puente to Root Street; thence east on Root to Orange Avenue; thence south on Orange to Workman Avenue; thence easterly on Workman to Vincent Avenue; thence south on Vincent to Garvey Boulevard; across Garvey to California Avenue; thence southwest on California to Service Avenue; thence southeast on Service to Glendora Avenue; thence southwest on Glendora to Vine Avenue; thence east on Vine to Valinda Avenue; thence north on Valinda to Cameron Avenue; thence east on Cameron to Larkellen Avenue; thence south on Larkellen Avenue to Francisquito Avenue (turnaround at Francisquito Avenue and Larkellen Avenue); thence north on Larkellen Avenue to Stuart Avenue; thence east on Stuart to Azusa Avenue; thence north on Azusa to Workman Avenue; thence west on Workman to Larkellen Avenue (turnaround at Workman Avenue and Larkellen Avenue); thence east on Workman to Citrus Avenue; thence north on Citrus to Centre Street; thence west on Centre to 3rd Street; thence north on 3rd to Badillo Street; thence east on Badillo to Citrus Avenue where return trip to Azusa is made over the same route in reverse order until reaching the intersection of 5th Street and Orange Avenue, in Azusa; thence north on Orange to Foothill Boulevard; thence east on Foothill to Azusa Avenue, completing the round trip.

#### Alternate Routes

The following alternate routes may be operated on early morning and evening schedules:

In Azusa - from the intersection of Vernon Avenue and 1st Street to the intersection of Vernon Avenue and Paramount Street, where the regular route is resumed.

In Los Angeles County - from the intersection of Arrow Highway and Valinda Avenue, west on Arrow Highway to Maine Avenue, and south on Maine Avenue to Holt Avenue, where the regular route is resumed.

(3) That Azusa Motor Bus Company be and it hereby is authorized to establish the following increased fares on not less than five days' notice to the Commission and to the public:

ADULT FARES

Between and	Azusa	Valley- dale	Irwin- dale	Baldwin Park (North)	Baldwin Park (South)	West Covina (North)	West Covina (South)	Covina
Azusa	15	20	25	30	35	35	35	35
Valleydale	20	15	20	25	30	35	35	35
Irwindale	25	20	15	20	25	30	35	35
Baldwin Park (North)	30	25	20	15	20	25	30	35
Baldwin Park (South)	35	30	25	20	15	20	25	30
West Covina (North)	35	35	30	25	20	15	20	25
West Covina (South)	35	35	35	30	25	20	15	20
Covina	35	35	35	35	30	25	20	15

Azusa

Foothill and Azusa to Gladstone and Clydebank.

Valleydale \*

Gladstone and Clydebank to Cypress and Irwindale.

(On Alternate Route) - Gladstone and Clydebank to Irwindale Avenue and Arrow Highway.

Irwindale \*

Cypress and Valinda to Azusa Canyon and Olive.

(On Alternate Route) - Irwindale and Arrow Highway to Azusa Canyon Road and Arrow Highway.

Baldwin Park  
(North) \*

Azusa Canyon and Olive to Vineland and Holt.

(On Alternate Route) - Azusa Canyon Road and Arrow Highway to Vineland and Holt.

Baldwin Park  
(South) \*

West Ramona and Sierra Madre to Root and Orange.

(On Alternate Route) - Maine and Clark to Root and Orange.

West Covina  
(North)

Root and Orange to Vincent and Garvey.

(Continued)

(Concluded)

West Covina  
(South)

Vincent and Garvoy to Workman and the city line of Covina (approximately midway between Azusa Avenue and Hollenbeck Street).

Covina

City line of Covina (on Workman approximately midway between Azusa and Hollenbeck) to Citrus and Badillo.

\* (Note: (a) In Valleydale-Irwindale area an overlap zone applies on Cypress between Valinda and Irwindale.

(b) In Baldwin Park area an overlap zone applies between (1) West Ramona and Sierra Madre, (2) Maine and Clark, and (3) Holt and Vineland.)

CHILDREN'S FARES

Children under five, accompanied by adult, transported free of charge.

Children five to twelve years of age will be charged a minimum fare of 10 cents, with an interzone fare of one-half the adult fare, increased when necessary to make the child's fare end in "0" or "5".

(4) That in addition to the required filing of tariffs and time tables applicant shall give notice by posting in its passenger vehicles and depots clearly visible and explanatory notices of the route changes and fare increases. Such notice shall be posted not less than five days before the effective date of such changes, and shall remain posted until not less than ten days after said effective date.

(5) That the passenger stage service hereinabove authorized



is granted in lieu of that authorized by Decision No. 46101, dated August 20, 1951.

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

Dated at San Francisco, California, this 24th day of June, 1953.

R. T. [Signature]  
President  
Justus D. [Signature]  
[Signature]  
[Signature]  
Commissioners

Commissioner Harold P. Hula, being necessarily absent, did not participate in the disposition of this proceeding.