

ORIGINALDecision No. 48933

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 VALLEY TRANSIT LINES, a California)
 corporation, for authority to sus-)
 pend service on portions of the)
 presently authorized routes and to)
 institute a change of route.)

Application No. 34255

Glanz & Russell, Attorneys, by R. Y. Schureman,
 for applicant.

O P I N I O N

Applicant now operates a total of nine lines in the City of El Monte and vicinity and between El Monte and Arcadia, Temple City, Monrovia and Baldwin Park. It also has authority to operate a race track service between El Monte and the Santa Anita and Hollywood Park race tracks (Decisions Nos. 45916, 47145 and 48026).⁽¹⁾

By this application it is proposed to discontinue service to Baldwin Park, Pellissier Village and Garvey Acres along routes which are portions of Lines Nos. 5, 9 and 6, respectively, and make minor route changes on Lines Nos. 3 and 7.

A public hearing was held in El Monte on July 10, 1953, before Examiner Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

The evidence shows that there is justification for discontinuance of said service due to the length of the routes and poor patronage on each of said lines. Service was inaugurated to

(1) Decisions Nos. 46324 and 47145 authorized fare increases and do not affect applicant's operating rights.

Baldwin Park with expectations of the development of intercity business between said community and El Monte. Local service in Baldwin Park is operated by a competing carrier, Azusa Motor Bus Company. The business failed to materialize and applicant has had to practically discontinue the service in order to avoid material losses. The same conditions exist on Line No. 9 except that there is no competitive problem. Patronage to and from Pellissier Village, situated across the San Gabriel River and the terminus of the line, has dropped to less than six passengers daily. When schedules were on a ten-a-day basis not more than 30 passengers daily used the service. A large portion of this line is paralleled by two other lines (Nos. 4 and 7). On Lines Nos. 5 and 9 schedules originally were on an hourly headway, later the service was decreased to two hours and now only one schedule per day is operated. The record also shows that Line No. 6 has failed to develop sufficient business to justify its continuance. This line suffers from competition provided by the Pacific Electric Railway Company and the limited development of the area served. Lack of patronage and a need for the reduction of operating expenses has resulted in material curtailment of service on this line.

The rerouting of that portion of Line No. 3 between Freer Street and Live Oak Avenue appears justified as Pacific Electric Railway Company operates on Live Oak Avenue and applicant has had practically no patronage from that vicinity due to the competitive situation.

The discontinuance of the several services, which have for some time been considerably curtailed, will enable applicant to improve schedules on other lines and eliminate noncompensatory operations. Reduction of operating expenses on noncompensatory lines appears to be in the public interest in view of applicant's

showing that it is operating at a loss. ⁽²⁾ Service on applicant's principal producing lines will continue as now operated with slight route changes on Lines Nos. 3 and 7.

Notice of hearing was posted in all of applicant's buses and published in a local paper of general circulation several days prior to the hearing. No one appeared at the hearing in opposition to the application.

Having fully considered the evidence of record, we are of the opinion and find that discontinuance of service on portions ⁽³⁾ of Lines Nos. 5, 6 and 9, and the route changes on Lines Nos. 3 and 7, have been justified and are in the public interest.

Applicant requested that he be authorized to suspend services on said lines. However, the record does not support its president's view that the need for public transportation in the areas in question will change materially to applicant's advantage in the foreseeable future. Furthermore, the cancellation of such unproductive routes will not preclude re-establishment of service, upon application, when required by public convenience and necessity.

In order to avoid numerous amendments to present certificates, and for clarity, applicant will be granted a certificate of public convenience and necessity in lieu of its existing operating rights, including its operations to the Santa Anita and Hollywood Park race tracks.

(2) For the year ending December 31, 1952, applicant operated at a loss of \$9,734.89 (Exhibit No. 3).

(3) The remaining portions of said lines are also portions of other lines which applicant will continue to operate.

O R D E R

A public hearing having been held in the above-entitled proceeding, oral and documentary evidence having been adduced and considered, 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 Valley Transit Lines, a corporation, authorizing the establishment and operation of a passenger stage service, as defined in Section 226 of the Public Utilities Code, for the transportation of persons between the Cities of El Monte, Arcadia and Monrovia and the unincorporated communities of Temple City and Five Points 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 following intersections: Burkett Road and Thienes Avenue, Tyler Avenue and Faucett Avenue, Las Tunas Drive and Temple City Boulevard, Rio Hondo Parkway and La Madera Avenue, Duarte Road and Highland Avenue, and intermediate points; also between El Monte and the Santa Anita Race Track in the City of Arcadia, serving all intermediate points along a route as hereinafter described; also between El Monte and Downey, both inclusive, and points intermediate thereof, on the one hand, and the Hollywood Park Race Track, Inglewood, California, on the other hand, subject to the following conditions and restrictions:

- (a) The service to Santa Anita Park and Hollywood Park shall be operated only on days when horse racing is conducted at said race tracks.
- (b) Service to the Santa Anita and Hollywood Park race tracks shall be only for passengers destined to or originating at said race tracks. No intermediate local service is to be performed when conducting the race track operations.
- (c) No passengers shall be transported having origin or destination at any point between the Hollywood Park race track and Downey.

(2) That in providing service pursuant to the certificate herein granted, there shall be compliance with 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 at any time, Valley Transit Lines shall conduct said passenger stage operation over and along the following described routes:

REGULAR SERVICE

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 Mountain 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, Foothill Boulevard, Shamrock Avenue, Huntington Drive, Mountain Avenue, Duarte Road, Highland Avenue, Central Avenue, to Mountain Avenue.

Line No. 3 "El Monte-Temple City"

From Columbia Street, along Tyler Avenue, Freer Avenue, Halifax Road, Olive Street, Temple City Boulevard to the intersection of Las Tunas Drive.

Line No. 4 "South El Monte-Five Points"

From Columbia Street, along Tyler Avenue, Garvey Avenue, Valley Boulevard, Durfee Road, Fineview Street, Burkett Road, Thienes Avenue, Durfee Road, Peck Road, Mountain View Road, Garvey Avenue, Tyler Avenue to Columbia Street.

Line No. 7 "Hoyt-Merced"

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

Line No. 8 "Arden Drive-Temple City"

From Columbia Street, along Tyler Avenue, Valley Boulevard, Arden Drive, Arden Way, Lower Azusa Road, Temple City Boulevard to the intersection of Las Tunas Drive.

RACE TRACK SERVICE

El Monte-Santa Anita Race Track

From Columbia Street, along Tyler Avenue, Lower Azusa Road, Temple City Boulevard, Naomi Avenue, Baldwin Avenue along and across Huntington Drive to Santa Anita Race Track.

El Monte-Hollywood Park Race Track

From Columbia Street, along Tyler Avenue, Valley Boulevard, Rosemead - Lakewood Boulevard, Firestone Boulevard, Manchester Avenue, Prairie Avenue to Hollywood Park Race Track.

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 Valley Transit Lines be, and it hereby is, authorized to discontinue its passenger stage operations, as follows:

- (a) Between the intersection of Holt Avenue and Ramona Boulevard in Baldwin Park and the intersection of Tyler Avenue and Lower Azusa Road in the vicinity of El Monte.

- (b) Between the intersection of Pellessier Road and Kaydell Avenue and the intersection of Garvey Avenue and Tyler Avenue.
- (c) Between the intersection of Faucett Avenue and Loma Avenue and the intersection of Hoyt Avenue and Mildred Street.
- (d) Between the intersection of Tyler Avenue and Freer Street, along Tyler Avenue, Live Oak, Double Drive to its intersection with Freer Street.
- (e) Between the intersection of Tyler Avenue and Central Avenue and the intersection of Hoyt Avenue and Weaver Avenue.

and all operating authority heretofore granted to Valley Transit Lines or to its predecessor to operate a 'passenger' stage service along said routes is hereby revoked.

(4) That the foregoing certificate is granted in place and stead of, and shall supersede, all certificates of public convenience and necessity for the transportation of persons as a passenger stage corporation heretofore granted to Valley Transit Lines, a corporation, pursuant to Decisions Nos. 45916, 47145 and 48026, which decisions and operating rights are hereby annulled and revoked.

(5) That for a period of five 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.

(6) That except as hereinabove authorized, application No. 34255 shall be, and it hereby is, denied.

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

Dated at San Francisco, California, this 4th day of August, 1953.

A. J. [Signature]
President
James F. Calmes
Harold F. [Signature]
Ernest W. [Signature]
John E. [Signature]
Commissioners