

ORIGINALDecision No. 52131

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 AZUSA MOTOR BUS COMPANY, a corporation:)
 (1) for authority to amend existing)
 routes in and between Azusa, Baldwin)
 Park, West Covina and Covina, California;)
 (2) to extend passenger stage operations)
 from Baldwin Park to Nelson Ave. and)
 Fuente Ave. in the Bassett district,)
 to extend passenger stage operations) Application No. 37148
 from West Covina to City of Puente, to)
 extend direct route from Covina to)
 Azusa, California. Also to extend)
 passenger stage operations from)
 Baldwin Park to Santa Anita Park,)
 California. (3) for authority to)
 establish zones and fares in the new)
 extended routes.)

Jack W. Windle for applicant.Dale Harlan for Metropolitan Coach Lines,
Harry M. Wentz, interested parties.Fred G. Ballenger for the Commission's staff.O P I N I O N

Azusa Motor Bus Company is a corporation with authority from this Commission to transport passengers by motor vehicle within and between the Cities of Azusa, Covina and West Covina and the unincorporated communities of Baldwin Park and Irwindale, in California.

By the application herein, filed on July 18, 1955, and amended at the hearing, applicant seeks authority (1) to reroute

^{1/} Decision No. 48754, dated June 24, 1953, in Application No. 34114.

portions of its existing services, (2) to extend its service area, and (3) to provide a once-a-day race track service between Santa Anita Park and Baldwin Park.

A public hearing was held before Examiner Kent C. Rogers in Azusa on September 20, 1955. Prior to the hearing, notice thereof was posted and published as required by this Commission. There was no opposition.

Regular passenger stage service.

Applicant's president presented evidence in support of the proposed changes in applicant's services, as follows:

Applicant's services are via a route from Azusa through Irwindale, Baldwin Park and West Covina to Covina.^{2/} One bus starts at Azusa and one bus starts at West Covina. Six trips each day in each direction are made. School services are rendered by a bus which follows the same general route but makes deviations at various points. Services are rendered five days per week, with no service on Saturdays and Sundays. Miles traveled, including school trips, total about 300 per day.

Applicant proposes to split the service into Line 1 and Line 2, and to extend service to Fuente, and to the Bassett district (along Fuente Avenue between Carvey Boulevard and Valley Boulevard). In doing this there will be several changes in routing.^{3/} In no instance will any patron be required to walk over one-quarter mile in addition to the distance now traveled. The total daily mileage, including school services, will be approximately 360 miles, and service will be rendered Mondays

^{2/} See Exhibit "A" on the application.

^{3/} Exhibit "A" on the application.

through Fridays. Line 1 will serve between Azusa, Covina and Puente. There will be six schedules in each direction. Line 2 will serve between Azusa, Irwindale, Baldwin Park, the Bassett district and West Covina. Four schedules per day in each direction will be operated on this route. The service to and from Puente on Line 1 and to and from the Bassett district on Line 2 will be new services.

In support of the requests the applicant alleges that the population growth in the proposed service area has been so rapid that it has been difficult to obtain definite statistics, and that in the past two years thousands of new homes have been started and many have been completed and sold. Applicant's witness testified that there has been a 100 percent increase in population in the last two years in the area sought to be served, and that the proposed routings will provide the best possible service to the area.

The applicant has three stages at present and has made arrangements to acquire a fourth. This additional stage will be used for school services and the race track services. The school service routes will follow the regular routes to a large extent but will have deviations.

In applicant's existing service area fares will remain the same as at present, varying from 15 cents to 35 cents; with five cent increments. The same fare structure will govern transportation from the Bassett district and Puente.^{4/} The fare break

^{4/} See Exhibit "B" on the application.

points are shown in Exhibit "A" on the application. Free transfers will be issued.

Upon the evidence of record herein we find that the proposed reroutings are not adverse to the public interest and they will be permitted. We further find that public convenience and necessity require that applicant extend services as a passenger stage corporation between its existing service area, on the one hand, and the Bassett district and the community of Puente, on the other hand, including intermediate points, as set out in the order herein, and it will be so ordered.

An engineer representing the Commission's staff recommended that the applicant be required to notify the Commission in accordance with Sections 19.41 and 19.42 of General Order No. 98 prior to any change of service, or reduction of service below the level proposed in the application and outlined above. The applicant's representative stated that the applicant had no objection to such a requirement. Accordingly, such a requirement will be imposed in the order herein.

Service between Baldwin Park and
the Santa Anita race track.

The applicant requested that it be permitted to extend service between Baldwin Park and the Santa Anita race track during periods when any type of horse racing is in progress. It proposed charges varying with the distance, ^{5/} with a maximum charge of \$1.20 for a round-trip between Baldwin Park and the track. At the hearing applicant's president requested that if the track authority is granted it be restricted so that there would be no pickup or discharge of passengers at any point between the race track and the intersection of Arrow Highway and Maine Avenue in Baldwin Park and be made subject to the condition that no service shall be rendered if there are less than five passengers. Applicant's

5/ Exhibit "B" on the application.

witness stated that applicant is acquiring a bus for this service. This bus, he said, also will be used in school service. The applicant's witness stated that applicant has had requests from the officials of the race track and from residents of Baldwin Park that the applicant render the proposed service.

To eliminate any objection by the Metropolitan Coach Lines the applicant's representative stipulated that authority to serve Santa Anita Park may be restricted so that no passengers will be carried to and from the track whose origin or destination is north of Arrow Highway.

Upon the evidence of record herein we find that public convenience and necessity require that applicant render service as a passenger stage corporation between Baldwin Park and the race track at Santa Anita subject to certain limitations and restrictions as set out in the order herein.

O R D E R

A public hearing having been held, evidence having been presented, the Commission having made the findings set forth above, and based upon said findings,

IT IS ORDERED:

(1) That Azusa Motor Bus Company, a corporation, be, and it hereby is, authorized to abandon those portions of its routes authorized to be served by Decision No. 48754, dated June 24, 1953, in Application No. 34114, not included in the routes described in the hereinafter set forth portions of this order.

(2) That prior to the abandonment of service pursuant to paragraph (1) above, applicant shall post plainly visible notices

in all of its buses and at all stops, advising passengers of the proposed changes. Such notices shall remain posted for at least five days prior to the changes in routing herein authorized.

IT IS FURTHER ORDERED that the route description contained in paragraph (2) (c) of the order of Decision No. 48754, dated June 24, 1953, in Application No. 34114, is amended to read as follows:

Route No. 1

Commencing at the intersection of Azusa Avenue and Foothill Boulevard, in the City of Azusa, thence via Foothill Boulevard, State Highway, Citrus Avenue, Gladstone Street, Azusa Avenue, Arrow Highway, Clydebank Avenue, Gladstone Street, Vernon Avenue, 3rd Street, Virginia Avenue, 5th Street, Orange Avenue, Foothill Boulevard to the point of beginning.

Also, commencing at the intersection of Azusa Avenue and Foothill Boulevard, in the City of Azusa, thence via Azusa Avenue, Arrow Highway, Citrus Avenue, San Bernardino Road (Covina), 2d Street, Badillo Avenue, Citrus Avenue, Workman Avenue to Barranca Street, turn around and thence via Workman Avenue, Irwindale Avenue, Southside Service Road (Carvey Boulevard), Glendora Avenue, Main Street (Puente), 1st Street to Glendora Avenue, and return via the reverse of the going route.

Route No. 2

Commencing at the intersection of Azusa Avenue and Foothill Boulevard, in the City of Azusa, thence via Azusa Avenue, 5th Street, Virginia Avenue, 3rd Street, Vernon Avenue, Gladstone Street, Clydebank Avenue, Arrow Highway, Azusa Canyon Road, Olive Street, Maine Avenue, Nubia Avenue, Sierra Madre Avenue, Olive Street, Stewart Avenue, Los Angeles Street, also known as Azusa Road (in Baldwin Park), to Hornbrook Street, turn around and thence via Los Angeles Street, also known as Azusa Road, Sierra Madre Avenue, Palm Avenue, Maine Avenue, Holt Avenue, also known as Pacific Avenue, Orange Avenue Underpass, Southside Service Road of Carvey Boulevard, Dalewood Street, Dawley Street, Stuart Street, Larkellen Avenue, Francisquito Avenue, Valinda Avenue, Maple Grove Avenue, Walnut Avenue, Vine Avenue, Valinda Avenue, Glendora Avenue, Southside Service Road of Carvey Boulevard, Irwindale Avenue,

Cypress Avenue, Azusa Avenue, Badillo Avenue, Larkellen Avenue, Fuente Avenue, Vincent Avenue, Southside Service Road of Carvey Boulevard, Orange Avenue Underpass, Pacific Avenue, also known as Holt Avenue, Maine Avenue to Ramona Boulevard, turn around and thence via Maine Avenue, Holt Avenue, also known as Pacific Avenue, Fuente Avenue, Nelson Avenue (Bassett district), Willow Avenue, Central Avenue to Fuente Avenue, Puente Avenue, Holt Avenue, also known as Pacific Avenue, and Maine Avenue to Ramona Boulevard. Thence via the reverse of the going route to Azusa Avenue and Foothill Boulevard.

Also, along Maine Avenue between Palm Avenue and Olive Street.

Also, along Maine Avenue between Nubia Avenue and Arrow Highway.

Also, along Arrow Highway between Maine Avenue and Azusa Canyon Road.

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.

Alternate Routes

The following alternate routes may be used. Any service rendered via these routes shall be in addition to scheduled service via the above described routes:

1. From the intersection of Cerritos Avenue and Gladstone Street, via Cerritos Avenue and First Street to Azusa Avenue, and in the reverse direction.
2. Citrus Avenue between Gladstone Street and Arrow Highway.
3. Azusa Avenue between Arrow Highway and Cypress Avenue.
4. From the intersection of Badillo Avenue and Azusa Avenue, via Azusa Avenue and Stuart Street to Larkellen Avenue, and in the reverse direction.
5. Vine Avenue between Larkellen Avenue and Valinda Avenue.
6. From the intersection of Irwindale Avenue and Workman Avenue, via Workman Avenue, Orange Avenue, Root Street and Willow Avenue to Pacific Avenue, also known as Holt Avenue, and in the reverse direction.

7. Vincent Avenue between Arrow Highway and Cypress Avenue.

IT IS FURTHER ORDERED that 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. The timetables shall be the same as shown on Exhibit No. 2 herein. After filing, said timetables shall not be changed except as provided in Section 19.41 and Section 19.42 of General Order No. 98, whichever is appropriate.

IT IS FURTHER ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Azusa Motor Bus Company, a corporation, 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 Baldwin Park, on the one hand, and Santa Anita Park, on the other hand, subject to the following restrictions:

- (a) Service shall be rendered only on days when there is racing at Santa Anita Park.
- (b) There shall be no pickup or discharge of passengers at any point between Santa Anita Park and the intersection of Arrow Highway and Maine Avenue in Baldwin Park, exclusive of said points.
- (c) No passengers shall be carried to or from Santa Anita Park whose origin or destination is north of Arrow Highway.
- (d) No trip shall be made from Baldwin Park to Santa Anita Park with less than five passengers.

(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, Azusa Motor Bus Company, a corporation, shall conduct said passenger stage operations over and along the following described route:

Commencing at the intersection of Ramona Boulevard and Maine Avenue in Baldwin Park, thence via Maine Avenue, Arrow Highway, Longden Avenue, Santa Anita Avenue, Huntington Place to Santa Anita Park. Return via the reverse of the going route.

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 days after the date hereof.

Dated at San Francisco, California, this 25th day of October, 1955.

[Signature]
 President

[Signature]

[Signature]

Commissioners

Justus F. Craemer
 Commissioner Ray E. Untereiner, being necessarily absent, did not participate in the disposition of this proceeding.