

ORIGINALDecision No. 52515

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. 37442

Charles Boehm, for applicant.
Daniel G. O'Neill and John K. Cassell, for
 Whittwood Homeowners Association, protestants.
William F. Hibbard, for the Commission's
 staff.

OPINION ON PARTIAL SUBMISSION

By Decision No. 50887, dated December 21, 1954, in Application No. 35750, Eastern Cities Transit, Inc., a corporation, hereinafter called applicant, was granted an in-lieu certificate of public convenience and necessity authorizing it to render service as a passenger stage corporation between various places in and around East Los Angeles and Whittier in Los Angeles County, California.

By the application herein, filed on October 27, 1955, applicant seeks authority to modify portions of its Whittier Routes Numbers 1, 3 and 5. A public hearing was held in Whittier on December 8, 1955, before Examiner Kent C. Rogers. Prior thereto notice thereof was posted and published as required by this Commission. Included in the application is a request for

authority to extend applicant's Route No. 1 east from the intersection of Cullen Street and Cole Road to the intersection of First Avenue and Santa Fe Street southeast of Whittier. Several protestants appeared and testified in opposition to this extension and a petition in opposition was received into evidence.^{1/} This portion of the application was continued to a date to be set. There was no opposition to the remainder of the application. The City of Whittier has advised the Commission that it has no objection to the proposal.

The East End Of Whittier Route No. 1

This portion of the route is from the intersection of Cole Road and Santa Fe Street, via Santa Fe Street, Stamy Road, Fernview Street, Gladhill Road, Midcrest Drive, Scott Avenue, and Santa Fe Street to Cole Road.

Applicant proposes to render service from the intersection of Cole Road and Santa Fe Street via Santa Fe Street, Scott Avenue, Midcrest Drive, Stamy Road, Hornell Street, Luitwieler Avenue, Leffingwell Road, Arroyo Drive, Goodhue Street, Luitwieler Avenue, Hornell Street, Stamy Road and Santa Fe Street to Cole Road. This routing will require abandonment of service along Fernview Street between Stamy Road and Gladhill Road, and along Gladhill Road between Fernview Street and Midcrest Drive.

The abandonment of service will cause no passenger to walk over 1/8 of a mile in addition to the distance now traveled in order to use applicant's services.

In support of the request for authority to extend its service applicant alleges that there are 240 homes now under construction in the area which will be served by the extension.

^{1/} Exhibit No. 4.

The West Ends Of Whittier Route No. 1
and Whittier Route No. 3

The west end of Whittier Route No. 1 is at present from the intersection of Norwalk Boulevard and Loch Avon Drive, thence along Loch Avon Drive, Glengarry Avenue, Townley Drive, Norwalk Boulevard, Reichling Lane, McNees Avenue, Bexley Drive, Redman Avenue and Loch Avon Drive to Norwalk Boulevard.

The west end of Whittier Route No. 3 is, at present, described as from the intersection of Glengarry Avenue and Washington Boulevard via Glengarry Avenue, Vicki Drive, Glengarry Avenue, Mines Boulevard, and Broadway to Winchell Street.

Applicant proposes to reroute Route No. 3 from the intersection of Glengarry Avenue and Washington Boulevard via Glengarry Avenue, Saragosa Street and Broadway to Winchell Street, and to reroute Route No. 1 from the intersection of Bexley Drive and McNees Avenue via Bexley Drive, Glengarry Avenue, Balfour Street, Norwalk Boulevard and Washington Boulevard to Glengarry Avenue.

In support of these changes applicant alleges that there is a new shopping area at the intersection of Washington Boulevard and Norwalk Boulevard; that there is a heavy demand for the extension of Route No. 1 to the shopping center; that at present people living near the west end of Route No. 1 who desire to travel by bus to the shopping center are required to travel to the center of Whittier, transfer to Line No. 3 at the intersection of Philadelphia Street and Greenleaf Avenue and travel via Line No. 3 to the shopping center. The changes in routing, applicant's witness testified, will cause the abandonment of service at three

stops on Line No. 1 and two stops on Line No. 3. Applicant made checks of passengers boarding and alighting at each of the said stops on Monday, November 21, Tuesday, November 22, and Wednesday, November 23, 1955. The results of these checks are shown on Exhibit No. 3 herein. Applicant's witness said each line is on a one-half hour schedule and that there are 23 trips on each line each day. The greatest number of passengers boarding and alighting at any intersection where service is proposed to be abandoned was 36 at the intersection of McNees Avenue and Reichling Lane on Wednesday, November 23, 1955. The witness said that no passenger will be required to walk in excess of 1/4 mile in addition to the distance now walked in order to use the rerouted services.

The Extension Of Whittier Route No. 5

Route No. 5 extends from the center of Whittier at Philadelphia Street and Comstock Avenue via Philadelphia Street, Painter Avenue and Short Street to LaForge Street and Walnut Way. Applicant requests authority to extend service via Route No. 5 along Painter Avenue between Fourth Street (Short Street) and Whittier Boulevard. The applicant alleges that this extension will enable it to provide service to a shopping center located on Laurel Avenue and Whittier Boulevard on shopping days. Laurel Avenue is about one-half mile east of Painter Avenue, and applicant has authority to serve along Whittier Boulevard between Painter Avenue and Laurel Avenue.

Applicant will require no extra equipment to render service as proposed.

All service is at present on a one-half hourly basis. Service will remain on a one-half hourly basis except that applicant proposed to render service on an hourly basis south and east of the intersection of Colima Road and Cullen Avenue via Route No. 1 if its request for authority to extend a branch of Line No. 1 to the intersection of First Street and Santa Fe Street were granted. The request for authority to serve this proposed branch of Line No. 1 has been taken off calendar and applicant has not indicated whether or not it will serve the herein authorized portion of Line No. 1 terminating at the intersection of Leffingwell Road and Arroyo Drive on an hourly or one-half hourly basis. Service is rendered at present on that portion of Line No. 1 extending from the intersection of Cullen Street and Colima Avenue via Cullen Street and Cole Road to Dunton Drive on Saturdays and to carry school children only. No change is contemplated on service over the described portion of Line No. 1.

We have fully considered the record herein and are of the opinion and find that public convenience and necessity require that applicant be authorized to extend service as requested in the portion of the application herein considered, and that the proposed abandonments of service are not adverse to the public interest. Said requests will be granted.

The County of Los Angeles was notified of the hearing on the application. It made no appearance at the hearing, but by letter dated December 6, 1955, the County notified the Commission that it has no objection to the granting of the application but requested that the cost of construction and maintenance of

cement bus zones which may be needed be borne by the applicant. Inasmuch as the County made no appearance at the hearing and there is no evidence to justify the installation by applicant of concrete bus zones, the recommendation by the County will not be followed. ✓

ORDER ON PARTIAL SUBMISSION

A public hearing having been held and evidence presented thereat, the Commission being fully advised and having made the foregoing findings, and upon said findings,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Eastern Cities Transit, Inc., a California 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 on Whittier Routes Numbers 1, 3 and 5 particularly set forth in Appendix A attached hereto and made a part hereof in lieu of Whittier Routes Numbers 1, 3 and 5 as set out in the order of Decision No. 50887, dated December 21, 1954, in Application No. 35750, which decision is hereby modified by striking therefrom the descriptions of Whittier Route No. 1, Whittier Route No. 3 and Whittier Route No. 5.

(2) That in providing service pursuant to the certificate herein granted, applicant 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed upon notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.
- (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.
- (3) That prior to any discontinuance of service as herein authorized applicant shall post plainly visible notices in all of its stages and terminals used in providing service via its Whittier Route No. 1 and via its Whittier Route No. 3, and at all stops along said routes. Such notices shall describe the changes in routing and in schedules which are to be effected

and shall remain posted for at least ten days prior to the inauguration of such changes.

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

Dated at San Francisco, California,
this 9th day of September, 1956.

[Signature]
President

[Signature]

[Signature]

[Signature]

[Signature]
Commissioners

Decision No. 52515

Dated JAN 22 1958

Application No. 37442

APPENDIX A
Page 1 of 2

Eastern Cities Transit, Inc., a California corporation, by the certificate of public convenience and necessity granted by the above-numbered decision, is authorized to transport passengers to, from and between points on the routes set out below:

Whittier Division

Route No. 1

From the intersection of Glengarry Avenue and Washington Boulevard, via Washington Boulevard, Norwalk Boulevard, Balfour Street, Glengarry Avenue, Bexley Drive, Redman Avenue, Loch Avon Drive, Norwalk Boulevard, Howard Street, El Rancho Drive, Broadway, Pickering Avenue, Hadley Street, Greenleaf Avenue, Whittier Boulevard, Laurel Avenue, Carnell Street, Jacmar Avenue, Chestnut Street, Walnut Way, Glenn Drive, Gunn Avenue, Carnell Street, Mills Avenue, Anaconda Street, Colima Road, Luitwieler Avenue, Danbrook Drive, Bluefield Avenue, Dunton Drive, Cole Road, Santa Fe Street, Scott Avenue, Midcrest Drive, Stamy Road, Hornell Street, Luitwieler Avenue, Leffingwell Road, Arroyo Drive, Goodhue Street, Luitwieler Avenue, Hornell Street, Stamy Road, and Santa Fe Street to Cole Road.

Also, from the intersection of Cullen Street and Colima Road, via Cullen Street and Cole Road to Dunton Drive.

Route No. 3

From the intersection of Philadelphia Street and Pickering Street (Avenue), via Pickering Street (Avenue), College Street, Comstock Avenue, Philadelphia Street, Pickering Street (Avenue), Hadley Street, Gretna Avenue, Rosehedge Drive, Cedarcliff Avenue, Winchell Street, Broadway, Saragosa Street, and Glengarry Avenue to Washington Boulevard.

Decision No. 52515

Dated JAN 23 1956

Application No. 37442

APPENDIX A
Page 2 of 2

Route No. 5

Beginning at the intersection of Comstock Avenue and Philadelphia Street, thence along Philadelphia Street, Painter Avenue, Short Street, Fourth Street, California Avenue, Second Street, Ocean View Lane, Chestnut Street, Gunn Avenue to its intersection with LaForge Street. Also, LaForge Street between Walnut Way and Gunn Avenue.

Also, from the intersection of Short Street (4th Street) and Painter Avenue via Painter Avenue and Whittier Boulevard to Laurel 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.