

ORIGINAL

Decision No. 55666

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 extend passenger stage
operations from Baldwin Park to Covina via
La Puente, California;
(2) authority to abandon two sections of
the present route;
(3) for authority to have a blanket
area for school service;
(4) authority to establish zones and
fares in the new areas.

Application No. 39707

Jack W. Windle for applicant.
Gordon L. Osh, City Manager of La Puente,
interested party.
Fred G. Ballenger, for the Commission's staff.

O P I N I O N

Public hearing was held in this matter on March 26, 1958, at Covina, California, before Examiner Grant E. Syphers, at which time evidence was adduced and the matter submitted. It now is ready for decision.

The applicant presently conducts operations as a passenger stage corporation under authority of this Commission between the Cities of Azusa, Irwindale, Baldwin Park, Covina, West Covina and La Puente.

In the instant application authority is requested to abandon two existing routes. One of these is a loop operation in the vicinity north of West Covina starting at Irwindale Avenue and South Service Road of the San Bernardino Freeway, thence via Irwindale Avenue, Cypress Avenue, Azusa Avenue, Badillo Street,

Lark Ellen Avenue, Puente Avenue, Vincent Avenue, and South Service Road to Glendora Avenue.

The second abandonment is in the Baldwin Park area starting at Maine Avenue and Ramona Boulevard, thence south on Maine Avenue to Holt Avenue, thence via Holt Avenue, Puente Avenue, Temple Avenue, Willow Avenue, Nelson Avenue to Puente, and return to the point of beginning.

The principal reason advanced for these two proposed abandonments was lack of patronage. The testimony shows that on a typical day the loop north of West Covina handles between two and four passengers for the entire day's operations, and for the Baldwin Park route there are no more than five passengers handled in a typical day's operations. It appears from this record that this lack of patronage constitutes sufficient grounds for approving these two abandonments, particularly in the light of the further testimony relating to applicant's financial situation. Financial exhibits were presented with the application and show that the operations are presently being conducted at a loss.

As a new service, authority is requested to establish a "Shoppers' Special" route by extending passenger stage operations from Baldwin Park to Covina via La Puente. This proposed extension was supported by the City Manager of La Puente, who additionally recommended two further loop operations. At the hearing the applicant agreed to one of these extensions which would provide a loop between Main Street and Glendora Avenue in La Puente, west on Main Street and Valley Boulevard to Hacienda Boulevard, south on Hacienda Boulevard to Puente Street, east on Puente Street to Stimson Avenue, north on Stimson Avenue to Valley Boulevard, and

thence west on Valley Boulevard to the point of beginning. There was no opposition to these proposals and, accordingly, they will be authorized herein, particularly in view of the testimony indicating that applicant could profitably serve this area in connection with its present operations.

Another extension requested by applicant is to provide for an alternate route to its present operation known as the south loop of the West Covina area by adding an operation along Valinda Avenue between Francisquito Avenue and Vine Avenue.

The testimony discloses that these extensions and alternate routes will fit in with applicant's present operation and will not require the use of any additional equipment. There was no opposition thereto. Accordingly, they will be authorized herein.

The principal part of applicant's proposal concerns a school bus service. At the present time applicant is providing a so-called special contract service to two private parochial schools. He is now desirous of extending this service to cover all private and parochial schools in an area bounded on the north by Sierra Madre Avenue and the extension thereof, on the east by San Dimas Avenue and the extension thereof, on the south by Valley Boulevard, and on the west by the San Gabriel River, and a second area including all points south of Valley Boulevard within three miles of the La Puente city hall. Public witnesses from one of the parochial schools now being served testified as to the desirability of applicant's service. The evidence discloses that there is no one else in the area providing a similar service to the private and parochial schools and that applicant has received requests therefor.

Applicant presently operates four buses, all of which are used in the morning and in the afternoon periods when the contract school bus service is in operation. During these same morning and afternoon hours these four buses are also used in applicant's regular route operations. During the off-peak hours two buses are used for the regular operations. Section 226 of the Public Utilities Code defines a passenger stage corporation and excepts therefrom an operator "whose operations consist solely in the transportation of bona fide pupils attending an institution of learning between their homes and such institutions." The instant operation does not fall within this exemption because the buses are used in both the school and the regular route operations.

It also should be noted that the evidence in this record discloses that financially the two operations depend upon each other. It appears that applicant could not successfully conduct the school bus operations without the regular route operations, nor could he successfully conduct the regular route operations without the school bus operations. In other words, he needs the revenue from both operations to realize a reasonable return.

In the light of this record we find that public convenience and necessity require that authority to transport school children to and from all private and parochial schools in the above-described areas, on the one hand, and their homes in the above-described areas, on the other hand, should be granted.

At the present time applicant is charging \$2.75 per pupil per month for one school run and \$3.00 for the other. In this application authority is requested to charge a maximum of \$6.00 per pupil per month. Based upon the evidence in this record we find that a reasonable rate should not exceed \$4.00 per pupil per month. Such an adjustment will be authorized.

The rates proposed to be charged for the extensions requested herein are set out in the application. However, at the hearing the applicant amended these rates so as to provide for no fare over 35 cents. These proposed rates as amended are comparable to existing fares and are justified; therefore they will be approved in the ensuing order for the new services authorized.

The applicant's existing authority is contained in Decision No. 52131, dated October 25, 1955, in Application No. 37148. Inasmuch as the changes and additions approved herein are substantial in comparison with the existing authority, and in the interest of clarifying applicant's operations, the ensuing order will provide for an in lieu certificate, and the authority granted by Decision No. 52131 will be canceled. ✓

We find that the action taken herein is required by public convenience and necessity based upon the evidence of record in this matter.

O R D E R

A public hearing having been held, evidence having been adduced, the Commission having made the findings set forth above, and good cause appearing,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be and it hereby is granted to Azusa Motor Bus Company, a corporation, authorizing it to operate as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons between the points and over the routes more particularly set forth in Appendix A attached hereto and made a part hereof.

(2) That applicant is authorized to establish, and shall file in its tariffs, the fares proposed for the service herein authorized subject to the exceptions that no adult one-way fare shall exceed 35 cents and that the charge for transporting pupils between their homes and schools shall not exceed \$4.00 per pupil per month.

(3) 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 written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on 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.

(4) That the authority previously granted to Azusa Motor Bus Company, a corporation, by Decision No. 52131, dated October 25, 1955, in Application No. 37148, be and it hereby is cancelled

effective upon the date that the in lieu authority granted herein takes effect.

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

Dated at San Francisco, California, this 13th day of May, 1958.

[Signature]
President

[Signature]

[Signature]

[Signature]

Commissioners

Commissioner C. Lyn Fox being necessarily absent, did not participate in the disposition of this proceeding.

Azusa Motor Bus Company, a corporation, by the certificate of public convenience and necessity granted in the decision noted in the margin is authorized to transport passengers between the points and over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time, and subject to the following restrictions:

- a. The school bus service shall be limited to the transportation of students going to or from a bona fide private or parochial school between the hours of 7 a.m. and 6 p.m. on school days only.
- b. The service between Baldwin Park and Santa Anita Park shall be rendered only on days when there is racing at Santa Anita Park, and shall be limited to trips containing at least five passengers. 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. No passengers shall be carried to or from Santa Anita Park whose origin or destination is north of Arrow Highway.

Route No. 1:

Commencing at the intersection of Azusa Avenue and Foothill Boulevard in Azusa, thence via Foothill Boulevard, Alostia Avenue, Citrus Avenue, San Bernardino Road, 2d Street, Badillo Avenue, Citrus Avenue, Workman Avenue to Barranca Avenue (to Eastland Center), thence via Workman Avenue, Vincent Avenue, South Service Road of San Bernardino Freeway, Glendora Avenue, 1st Street in La Puente, Main Street, Valley Boulevard, Hacienda Boulevard, Puente Street, Stimson Avenue,

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Route No. 1 (Continued):

and Valley Boulevard to Glendora Avenue. Return via Glendora Avenue to South Service Road, thence the reverse of the going route.

Also along Arrow Highway and Azusa Avenue between Citrus Avenue and Foothill Boulevard.

Alternate Route:

Along Azusa Avenue between Arrow Highway and Stuart Avenue.

Route No. 2:

Commencing at Maine Avenue and Holt Avenue in Baldwin Park, thence via Holt Avenue, Vineland Avenue, North Garvey Service Road, Francisquito Avenue, Vineland Avenue, Torch Avenue, Elliot Avenue, Willow Avenue, Fairgrove Avenue, Sunset Avenue, Elliot Avenue, California Avenue, Temple Avenue, Glendora Avenue, 1st Street in La Puente, Main Street, Glendora Avenue, Sierra Vista Court, Del Valle Avenue, Amar Road, Pass and Covina Road, Francisquito Avenue, Lark Ellen Avenue, Merced Avenue, Azusa Avenue, Walnut Creek Parkway, Citrus Avenue, Workman Avenue to Barranca Avenue (turnaround), Workman Avenue, Citrus Avenue to Badillo Avenue. Return via the same route.

Route No. 3:

Commencing at Glendora Avenue and Dalewood Street, thence via Dalewood Street, Ashdale Street, Dawley Avenue, Stuart Avenue, Holly Oak Drive (near Azusa Avenue), Lark Ellen Avenue, Francisquito Avenue, Valinda Avenue, Maplegrove Street, Walnut Avenue, Vine Avenue, Valinda Avenue, Glendora Avenue to the point of beginning.

Alternate Route:

Along Vine Avenue between Lark Ellen Avenue and Valinda Avenue, and along Valinda Avenue between Francisquito Avenue and Vine Avenue.

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Route No. 4:

Commencing at Maine Avenue and Ramona Boulevard, thence via Maine Avenue, Arrow Highway, to Clydebank Avenue (turnaround), thence Arrow Highway, Azusa Canyon Road, Olive Street, Maine Avenue, Nubia Street, Sierra Madre Avenue, Clive Street, Stewart Avenue, Los Angeles Street to Hornbrook Avenue (turnaround), Los Angeles Street, Sierra Madre Avenue, Palm Avenue, Maine Avenue to the point of beginning.

Route No. 5:

Commencing at Maine Avenue and Ramona Boulevard, thence via Holt Avenue, Willow Avenue, Root Avenue, Orange Avenue, Workman Avenue, Vincent Avenue, South Service Road, to West Covina Center. Return via the same route.

Alternate Route:

Commencing at Glendora Avenue and South Service Road, thence via South Service Road to Orange Avenue, and thence northwest under the Freeway and Pacific Avenue to Willow Avenue.

Route No. 6:

Commencing at Foothill Boulevard and Azusa Avenue, thence via Azusa Avenue, Arrow Highway, Clydebank Avenue, Gladstone Avenue, Vernon Avenue, 3d Street in Azusa, Virginia Avenue, 5th Street, Azusa Avenue, to the point of beginning.

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Appendix A

Azusa Motor Bus Company
(a corporation)

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Route No. 7:

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.

Special School Bus Service Area:

Bounded on the north by Sierra Madre Avenue and the extension thereof, on the east by San Dimas Avenue and the extension thereof, on the south by Valley Boulevard, and on the west by the San Gabriel River. Also, all points south of Valley Boulevard within three miles of the La Puente City Hall.

On all of the above routes 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.

End of Appendix A

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