

Decision No. 36804

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
FOSTER TRANSPORTATION COMPANY for an)
order authorizing permission to re-)
route service on the Granada-Emery)
Park Motor Coach Line.)

Application No. 25795

ORIGINAL

BY THE COMMISSION:

O P I N I O N

By Decision No. 34456, in Application No. 24100, the Commission granted to George E. Foster, Charles M. Foster and Charles H. Foster a certificate of public convenience and necessity authorizing the transportation of passengers between Alhambra and Wilmar. This certificate authorized operation over three routes, two of which were subsequently modified by the Commission's Decision No. 35671, in Application No. 25063. We are here concerned with only one of these routes, to wit: the Granada Park Line.

Applicants now seek authority to abandon a portion of the Granada Park route between the intersection of Carlos Street and Fremont Street and the intersection of Fremont Street and Hellman Avenue. The portion of this route along Fremont Street between its intersections with Hellman Avenue and Ross Avenue would be rerouted between these two intersections over Elm Street and Ross Avenue.

In support of this request applicants allege substantially as follows:

That each round trip made over the Granada Park route requires about 45 minutes; that this scheduled time is established to coincide with the school hours, day and swing shift changes in

the industries served and opening and closing hours of the downtown stores thereby serving the public need. By shortening the route as proposed less time will be required to make the round trip which will enable applicants to drive at a slower speed thereby reducing wear and tear on equipment and consumption of fuel. It will also eliminate a hazardous railroad crossing and boulevard stops which will save additional time and enable applicants to properly maintain their schedules over this route. It is stated that abandoning that portion of the route south of Hellman Avenue along Fremont Street would require passengers to walk a maximum distance of 0.37 miles. This portion of the route extends to approximately the edge of the residential district of Granada Park. The territory contiguous to the terminus of the route is thinly populated, so applicants allege.

This is not a matter requiring a public hearing and the authority requested will be granted by amending the description of "Granada Park Route" presently described in service regulation (3) of the order of Decision No. 35671.

O R D E R

Good cause appearing,

IT IS ORDERED that Charles M., Charles H. and George E. Foster may abandon passenger stage operation between the intersection of Fremont Avenue and Hellman Avenue and the intersection of Fremont Avenue and Carlos Street in Alhambra.

IT IS FURTHER ORDERED that the "Granada Park Route" as presently described in sub-paragraph (b) of service regulation (3) of the order of Decision No. 35671, in Application No. 25063, is deleted therefrom and the following description is substituted in lieu thereof:

"(b) Granada Park Route:

Beginning at the intersection of Stoneman Avenue and Main Street in Alhambra, thence west on Main Street to Atlantic Boulevard, thence along Atlantic Boulevard, Commonwealth Avenue, Winchester Avenue, Concord Avenue, Mission Road, Fremont Avenue, Valley Boulevard, Westmont Avenue, Hollman Boulevard to Elm Street, thence along Elm Street, Ross Avenue and Fremont Avenue to its intersection with Valley Boulevard."

IT IS FURTHER ORDERED that in all other respects Decision No. 35671 shall remain in full force and effect.

The effective date of this order shall be the date hereof

Dated at San Francisco, California, this 21st day of January, 1944.

Richard Locke

Justus F. Coenen
Frank R. Havenue

COMMISSIONERS