

ORIGINAL

Decision No. 39103

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the	)	SIXTY-EIGHTH
	)	SUPPLEMENTAL
LOS ANGELES TRANSIT LINES	)	APPLICATION NO. 19179
	)	(Rerouting and extension
for an in lieu certificate for its motor	)	of Hollydale Motor Coach
	)	Line No. 51 and Calif-
coach lines.	)	ornia Motor Coach Line
	)	No. 59, and establish-
	)	ment of new line to be
	)	known as "South Gate
	)	Motor Coach Line No. 63.")

O P I N I O N

By the above-entitled supplemental application, Los Angeles Transit Lines seeks authority:

- (1) To reroute and extend its Hollydale Motor Coach Line No. 51,
- (2) To reroute and extend its California Motor Coach Line No. 59, and
- (3) To establish a new line to be known as South Gate Motor Coach Line No. 63.

Applicant alleges that service in the area traversed by the proposed routes will be substantially similar to that now being operated, that the proposals will improve transportation service in the area presently served, and in addition will provide service to several areas now without public transportation. No changes in fares, type of equipment operated, or regulations are contemplated.

If rerouted as proposed, the Hollydale Motor Coach Line No. 51 will serve the South Gate plant of Firestone Tire & Rubber Company, located at Firestone Boulevard and Santa Fe Avenue, the General Motors Corporation plant, located at Tweedy Boulevard and Truba Avenue, and a number of smaller industries, all of which are at present without adequate public transportation. It is proposed to eliminate a large loop at the southerly end of the line by

discontinuing service on Imperial Highway between Horton Lane and Michigan Avenue, a distance of approximately 0.8 mile. This is a sparsely settled area, comprising a few truck farms and having no industrial development. Loop operation is generally frowned upon in designing transportation routes, and no one will be adversely affected by discontinuing the one as proposed herein. Rerouting from Michigan Avenue to Tweedy Boulevard and thence on Atlantic Boulevard is desirable because Tweedy and Atlantic Boulevards are wide arterial highways, while Michigan Avenue is a narrow, residential street upon which numerous accidents have occurred. Also the residents along Michigan Avenue have complained of the noise and vibration created by the heavy busses and have requested that the busses be taken off Michigan Avenue. The proposed new South Gate Motor Coach Line No. 63 is routed over the identical streets formerly served by part of the Hollydale Motor Coach Line No. 51, with the exception that the southerly terminal is proposed to be located at Alexander Avenue and Abbott Road, which is one block west and two blocks south of the present routing, in order to serve a newly developed residential territory along and south of Abbott Road.

The proposed California Motor Coach Line No. 59 is to traverse the same streets as the existing line of like designation, except that its terminal is to be relocated at California Street and Abbott Road, which is four blocks west and one block south of the present terminus.

The South Gate City Council and Chamber of Commerce have endorsed the above plan of transportation improvements and all interested parties appear in agreement that the proposed reroutings and extensions are in the public interest and should be made. A public hearing is not necessary and the application will be granted..

O R D E R

Application having been made in the above-entitled matter and the Commission having found that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That a certificate of public convenience and necessity be, and it hereby is granted to Los Angeles Transit Lines, a corporation, authorizing the establishment and operation of a service, as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of persons on its South Gate Motor Coach Line No. 63.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

(a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.

(b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized, and comply with the provisions of G. O. No. 79 and Part IV of G. O. No. 93-A by filing, in triplicate, and concurrently making 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, Los Angeles Transit Lines, a corporation, shall conduct said passenger stage operation over and along the following described route:

From off-street terminal at Seville Avenue and Palm Place (City of South Gate), thence via Seville Avenue, Liberty Boulevard, Otis Avenue, Firestone Boulevard, Anetta Avenue, Southern Avenue and Alexander Avenue to the intersection of Alexander Avenue and Abbott Road; return via reverse of the above route to the point of commencement.

Applicant is authorized to turn its motor vehicles at termini and intermediate points in either direction, at intersection of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

IT IS FURTHER ORDERED that the route of the Hollydale Motor Coach Line No. 51, as prescribed in Decision No. 36291, dated April 13, 1943, on Forty-ninth Supplemental Application No. 19179, be amended to read as follows:

From off-street terminal at Seville Avenue and Palm Place (City of South Gate), thence via Seville Avenue, Long Beach Boulevard, Firestone Boulevard, Santa Fe Avenue, Truba Avenue, Tweedy Boulevard, Atlantic Avenue, Imperial Highway, Michigan Avenue, Garfield Avenue, Main Street, Paramount Boulevard, County Farm Drive, Consuelo Street, and Horton Lane to the intersection of Horton Lane and Imperial Highway; return via the reverse of the above route to the point of commencement.

IT IS FURTHER ORDERED that the route of the California Motor Coach Line No. 59, as prescribed by Decision No. 35586, dated January 14, 1942, on Forty-fourth Supplemental Application No. 19179, be amended to read as follows:

From off-street terminal at Seville Avenue and Palm Place (City of South Gate), thence via Seville Avenue, Long Beach Avenue, Firestone Boulevard and California Avenue to the intersection of California Avenue and Abbott Road; return via reverse of the above route to the point of commencement.

IT IS FURTHER ORDERED that in operation of the service as authorized herein, it shall be consolidated with and considered part of the in lieu certificate granted by Decision No. 27052 and decisions supplemental thereto in this proceeding.

Applicant shall give the public at least five days' notice of the changes, as authorized herein, by posting suitable notices in all coaches operated on the lines involved, and at all stations

affected.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 18<sup>th</sup> day of

June, 1946.

Harold Ruden  
Justin F. Cullen  
Arnold Long  
Robert Powell  
Harold P. Kula  
Commissioners