

ORIGINALDecision No. 50082

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of LOS ANGELES TRANSIT LINES, a
corporation, for authority to
modify and consolidate its
Indiana Street Motor Coach Line
No. 32 and its Gage Avenue Motor
Coach Line No. 31, and extend the
modified line southerly on Indiana
Street from Whittier Boulevard to
Olympic Boulevard.

Application No. 35413

O P I N I O N

Los Angeles Transit Lines now has authority from this Commission to carry passengers by motor coach between the intersection of First Street and Indiana Street via Indiana Street to its intersection with Whittier Boulevard, with a prescribed (1) turnaround loop at each end. It also has authority from this Commission to carry passengers by motor coach from the intersection of Gage Avenue and Dozier Street, via Gage Avenue and Pomeroy Street to its intersection with City Terrace Drive, with a prescribed turnaround loop at the Gage Avenue and Dozier Street end. (2) By the application herein it seeks authority (a) to discontinue service over a portion of each of the three turnaround loops, (b) to extend motor coach service from the

(1) Decision No. 38806, dated April 2, 1946. Indiana Street Motor Coach Line No. 32.

(2) Decision No. 38806, dated April 2, 1946, Gage Avenue Motor Coach Line No. 31, as extended by Decision No. 42523, dated February 15, 1949.

intersection of Dozier Street and Rowan Avenue via Rowan Avenue, Brooklyn Avenue and Indiana Street to First Street, a distance of approximately 3,300 feet, and (c) to extend motor coach service from the intersection of Indiana Street and Whittier Boulevard via Indiana Street to its intersection with Olympic Boulevard, a distance of approximately 2,000 feet. The entire route extending from the intersection of City Terrace Drive and Pomeroy Street to the intersection of Olympic Boulevard and Indiana Street will be consolidated into one line and designated the Indiana-Gage Avenue Motor Coach Line No. 32. All loops heretofore mentioned are turnaround loops.

Under applicant's proposal no passenger will be required to walk in excess of one-quarter mile in addition to the distance now traveled in order to use applicant's services. We find that the proposed abandonments are not adverse to the public interest. They will be authorized.

The purpose of the proposed extensions and consolidation is to permit passengers to travel from Olympic Boulevard to City Terrace Drive via a direct transit service. Applicant alleges that there is a concentrated industrial area in the immediate vicinity of Olympic Boulevard and Indiana Street; that the proposal will provide a direct connection with applicant's Whittier Boulevard-East 4th Street Motor Coach Line No. 47 operating on Olympic Boulevard across Indiana Street, which serves Sears Roebuck & Company's store to the west and the Belvedere Gardens shopping district to the east; and that for the past several years it has received requests that it render the service herein proposed.

Upon the allegations of the verified application we find that public convenience and necessity require that applicant extend its services as proposed in the application herein. The requested authority will be granted. A public hearing is not necessary.

The granting of the authority requested will occasion no change in existing fares. All that portion of the line north of the intersection of Rowan Avenue and Dozier Street is now in applicant's Eastern Zone 2 and will remain in that zone. The balance of the line is in applicant's Inner Zone and will remain in that zone.

Applicant alleges that it will incur little or no additional expense in providing the proposed service for the reason that it will make minor changes in existing schedules. It further alleges that passenger carriers operating in or near the territory involved have been contacted and have indicated that they have no objections to the proposals.

O R D E R

The Commission having found that the proposed abandonments of service are not adverse to the public interest and that public convenience and necessity require that applicant extend its services as set forth in the opinion herein,

IT IS ORDERED:

(1) That Los Angeles Transit Lines be and it hereby is authorized to abandon portions of-described routes as set out below:

- (a) Those portions of its Line No. 32 heretofore authorized to be served by Decision No. 38806, dated April 2, 1946, described as follows:

From the intersection of Indiana Street and Percy Street, via Percy Street, Alma Avenue and Whittier Boulevard to its intersection with Indiana Street.

From the intersection of Indiana Street and Gleason Avenue, via Gleason Avenue, Velasco Street and First Street to its intersection with Indiana Street.

- (b) That portion of its Line No. 31, heretofore authorized to be served by Decision No. 38806, dated April 2, 1946, described as follows:

From the intersection of Rowan Avenue and Dozier Street, via Dozier Street and Gage Avenue to Hammel Street.

(2) That a certificate of public convenience and necessity be and it hereby is granted to Los Angeles Transit Lines, 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 persons

(a) from the intersection of First Street and Indiana Street, via Indiana Street, Brooklyn Avenue and Rowan Avenue to its intersection with Dozier Street, and (b) from the intersection of Olympic Boulevard and Indiana Street, via Indiana Street to its intersection with Whittier Boulevard, including in both instances intermediate points, as extensions of and to be consolidated with applicant's existing rights.

(3) That, in providing service pursuant to the certificate granted by paragraph (2) of this order, 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 on not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and concurrently make effective tariffs satisfactory to the Commission.

(4) That Los Angeles Transit Lines may consolidate the remaining portions of Line No. 31 and Line No. 32, as described in Decision No. 38806, dated April 2, 1946, and Decision No. 42523, dated February 15, 1949, together with the extensions authorized by paragraph (2) of this order, into one line to be known as Indiana-Gage Avenue Motor Coach Line No. 32, which shall operate over the following route:

Beginning at the intersection of City Terrace Drive and Pomeroy Street, thence via Pomeroy Street, Gage Avenue, Hammel Street, Rowan Avenue, Brooklyn Avenue and Indiana Street to Olympic Boulevard, returning via the reverse of the above 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.

(5) That, prior to the abandonment of service pursuant to paragraph (1) of this order, Los Angeles Transit Lines shall post plainly visible notices in all of the buses and terminals used in its present Lines Nos. 31 and 32 services, stating the changes to be made in routings and schedules. Such notices shall

remain posted for at least five days prior to the changes authorized by paragraphs (1) and (4) of this order.

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

Dated at San Francisco, California,
this 25th day of May, 1954.

John E. Mitchell
President

Justin D. Calmes

Frederick Pottel

Ernie Roggens

Commissioners