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Decision No. 50137

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
for authority to abandon bus service)
between Huntington Park and Walnut Park)
over Sante Fe Avenue and Independence)
Street.)

Application No. 35422

O P I N I O N

In this proceeding Pacific Greyhound Lines requests that it be authorized to discontinue passenger stage operations over its authorized Route No. 17.27 between Huntington Park and Walnut Park.

As justification for the authority sought, applicant alleges that Decision No. 49350, in Application No. 34831, authorized it to establish operations over that route. Such authority was sought because of the hazardous condition arising when Rugby Avenue was established as a one-way street, thus compelling applicant to enter and leave its Huntington Park station via Florence Avenue. The City of Huntington Park has concluded that it is impractical to continue one-way traffic along Rugby Avenue which has been reconverted to a two-way street. This enables applicant to return to its former route over Rugby Avenue to enter its station.

In addition, applicant states that numerous complaints have been received concerning its operations over Independence Street through a residential area. It is stated that the local police authorities are in favor of the proposed abandonment.

After full consideration the Commission finds that applicant's proposal is in the public interest and will be authorized. No public hearing appears to be necessary.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and good cause appearing,

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to discontinue passenger stage operations over Santa Fe Avenue and Independence Street, as more particularly defined in Route No. 17.27 of Sixth Revised Page 58.

(2) That Appendix A of Decision No. 47907, Application No. 31883, is hereby amended by incorporating therein Seventh Revised Page 58 attached hereto as Appendix A.

(3) That within thirty days after the effective date hereof applicant shall file appropriate and satisfactory maps with the Commission delineating the routes set forth in Seventh Revised Page 58.

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

Dated at San Francisco, California, this 7th day of June, 1954.

Robert E. Mitchell
President
Justus J. Casimir
Kenneth Pottel
Gene Higgins

Commissioners

17.20 - Between Miramar Junction and U. S. Naval Auxiliary Air Station:

From Miramar Junction, over unnumbered highway to Main Gate of U. S. Naval Auxiliary Air Station.

17.21 - Between Fallbrook Junction and Escondido:

From Fallbrook Junction, over U. S. Highway 395 to Escondido, to be operated as an alternate route.

17.22 - Between North Camp Elliott Junction and South Camp Elliott Junction:

From North Camp Elliott Junction, over U. S. Highway 395 to South Camp Elliott Junction, to be operated as an alternate route.

17.23 - Between U. S. Auxiliary Air Station and La Jolla Junction:

From U. S. Auxiliary Air Station, over unnumbered highway to La Jolla Junction, to be operated as an alternate route.

17.24 - Between Mission Valley Junction and La Mesa:

From the junction of U. S. Highway 395 and Mission Valley Freeway (Mission Valley Junction), thence over Mission Valley Freeway to junction U. S. Highway 80 (La Mesa), to be operated as an alternate route.

17.25 - Between Perris Junction and Temecula:

From Perris Junction, over U. S. Highway 395 to Temecula, to be operated as an alternate route.

17.26 - Between Seal Beach, and the junction of Alternate U. S. Highway 101 and American Avenue, Long Beach.

From Seal Beach, over Alternate U. S. Highway 101 to junction American Avenue, Long Beach, to be operated as an alternate route.

*17.27 - Intentionally left blank.

Issued by Public Utilities Commission of the State of California.
*Changed by Decision No. 50137
Correction No. 68.