

ORIGINAL

Decision No. 51136

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES;)	
a corporation, for authority to reroute)	
the terminal loop in Pasadena of its)	
motor coach Line 61 LONG BEACH-PASADENA,)	Application No. 36639
and Line 64, PASADENA-POMONA.....)	

O P I N I O N

Applicant, Metropolitan Coach Lines, is authorized to render service as a passenger stage corporation on its Long Beach-Pasadena Line, Route No. 61⁽¹⁾ and its Pasadena-Pomona Line, Route No. 64⁽²⁾ via routings which; in Pasadena, proceed west on Colorado Street to Raymond Avenue, thence via Raymond Avenue and Union Street to a passenger loading station at Union Street and Fair Oaks Avenue. The stages in departing proceed via Union Street and Delacy Street to Colorado Street and Raymond Avenue and thence proceed by the reverse of the coming route. Prior to November 1, 1954, buses were held at the station until they were due to depart on the next schedule.

By the application herein, filed on January 12, 1955, applicant seeks authority to abandon the portion of each line along Raymond Avenue, Union Street, Delacy Street, and Colorado Street east of Fair Oaks Avenue, and in lieu thereof to serve

(1) Decision No. 50252 dated July 6, 1954 on Application No. 35303.

(2) Authority granted to Pacific Electric Railway Company by Decision No. 46471, dated November 27, 1951, on Application No. 32443, and acquired by applicant by Decision No. 48923 dated August 4, 1953, on Application No. 34249.

via Colorado Street and Fair Oaks Avenue between the intersection of Colorado Street and Raymond Avenue and the intersection of Walnut Street and Fair Oaks Avenue.

As justification for the proposed rerouting applicant alleges that on November 1, 1954, the passenger loading station used in the two services was closed and since that time the stages used on the two routes have proceeded north on Fair Oaks to applicant's garage at Fair Oaks Avenue and Walnut Street for their layovers. Applicant's Pasadena Short Line and Pasadena Via Oak Knoll buses use the route proposed herein along Fair Oaks Avenue, and applicant alleges that no passengers will be inconvenienced if the request is granted as they will be picked up or discharged at applicant's Pasadena Short Line and Pasadena Via Oak Knoll loading zones at Fair Oaks Avenue and Union Street. The proposed routing is within one-eighth of a mile of the authorized routing.

The City of Pasadena has indicated that it has no objection to the proposal.

The rerouting will result in no changes in equipment, fares or time schedules.

Having fully considered the application, we find that the proposed rerouting is not adverse to the public interest. A public hearing is not necessary.

O R D E R

Application as above entitled having been filed, the Commission being fully advised in the premises and having found

that the proposed rerouting is not adverse to the public interest,

IT IS ORDERED:

(1) That the route description of applicant's Long Beach-Pasadena Line, Route No. 61, as set forth in Decision No. 50252, dated July 6, 1954, on Application No. 35303, is amended to read as follows:

LONG BEACH-PASADENA LINE, Route No. 61

(a) VIA ATLANTIC BOULEVARD

From Pacific Avenue and Ocean Boulevard (Long Beach), via Ocean Boulevard, American Avenue, Long Beach Boulevard, San Antonio Drive, Atlantic Avenue, Atlantic Boulevard (through Lynwood, South Gate, Bell, Maywood, and East Los Angeles), Riggin Street (Monterey Park), Garfield Avenue (Alhambra), Atlantic Boulevard, Wilson Avenue, Los Robles Avenue, Colorado Street, Fair Oaks Avenue to Walnut Street (Pasadena).

Return via reverse of above route.

RESTRICTION:

No passengers shall be transported whose origin and destination are each between Abbott Road and Fernwood Avenue (Lynwood), both points inclusive.

(b) VIA WHITTIER

From Pacific Avenue and Ocean Boulevard (Long Beach), via Ocean Boulevard, American Avenue, Long Beach Boulevard, San Antonio Drive, Atlantic Avenue, Artesia Avenue, Bellflower Boulevard (Bellflower), Center Street, Alondra Boulevard, Pioneer Boulevard, San Antonio Drive (Norwalk), Norwalk Boulevard, Telegraph Road, Los Nietos Road, Painter Avenue, Bailey Street, Comstock Avenue, Philadelphia Street (Whittier), Whittier Boulevard, Dunfee Avenue, Beverly Boulevard, Rosemead Boulevard, San Gabriel Boulevard, Dunfee Avenue, Lexington-Gallatin Road, Fawcett Avenue, Tyler Avenue, Valley Boulevard (El Monte), Rosemead Boulevard (Rosemead), Mission Drive, Las Tunas Drive (San Gabriel), Main Street (Alhambra), Garfield Avenue, Atlantic Boulevard, Wilson Avenue, Los Robles Avenue, Colorado Street, Fair Oaks Avenue to Walnut Street (Pasadena).

Return via reverse of above route.

(2) That the route description of applicant's Pasadena-Pomona Line, Route No. 64, as set forth in Decision No. 46471, dated November 27, 1951, on Application No. 32443, which rights were acquired by applicant by Decision No. 48923, dated August 4, 1953, on Application No. 34249, is amended to read as follows:

PASADENA-POMONA LINE, Route No. 64

From Fair Oaks Avenue and Walnut Street (Pasadena), via Fair Oaks Avenue, Colorado Street, Rosemead Boulevard, Foothill Boulevard, First Avenue (Arcadia), Huntington Drive (through Arcadia and Monrovia), Foothill Boulevard (Azusa), Citrus Avenue, Foothill Boulevard, Michigan Avenue (Glendora), Glendora Avenue, Alost Avenue, Foothill Boulevard, San Dimas Avenue, Bonita Avenue (San Dimas), 4th Street (La Verne), Lincoln Avenue, Pomona Avenue, La Verne Avenue, and Garey Avenue to Station at 4th Street (Pomona).

Return via reverse of above route.

RESTRICTION:

No passengers shall be transported whose origin and destination are between the Pasadena terminus and the intersection of Rosemead and Foothill Boulevards.

(3) That prior to discontinuance of service as herein authorized applicant shall give not less than five days' notice of the route changes by posting plainly visible notices at

terminals of said lines and on all buses used in the operation of said services.

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

Dated at San Francisco, California,
this 23rd day of FEBRUARY, 1955.

[Signature]
President

[Signature]

[Signature]

Commissioners