

ORIGINAL

Decision No. 51142

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of METROPOLITAN COACH LINES, a)
corporation, for a Certificate of)
Public Convenience and Necessity)
to operate a passenger stage ser-)
vice between its LOS ANGELES)
TERMINAL and the LOS ALAMITOS RACE)
TRACK at LOS ALAMITOS, California.)

Application No. 36640

O P I N I O N

Metropolitan Coach Lines has authority from this Commission to transport passengers by rail and bus between various points in Los Angeles, San Bernardino, Orange and Riverside counties. Its authority includes the right to operate an express service from its station at 6th and Main Streets in Los Angeles, via 6th Street, Whittier Boulevard, Boyle Avenue, Garnet Street, Santa Ana Freeway and Pioneer Boulevard to Firestone Boulevard, and thence to Santa Ana, subject to the restrictions that (1) no passengers shall be picked up or discharged along the Santa Ana Freeway westerly of Pioneer Boulevard and (2) no passengers shall be transported in the City of Los Angeles whose origin and destination are between the Los Angeles Terminal and any point west of Indiana Street. ⁽¹⁾ It has authority to use stages not exceeding 40 feet in length and 102 inches in width in this service.

By the application herein, filed on January 12, 1955, Metropolitan Coach Lines seeks authority, on days when racing is carried on at the Los Alamitos Race Track, to operate a passenger

(1) Decision No. 49872, dated March 30, 1954, on Application No. 35037.

stage service between Los Angeles and said track, a distance of 22.5 miles, following the course of the Santa Ana express service described above from 6th and Main Streets in Los Angeles to the intersection of Pioneer and Firestone Boulevards. From that intersection, the proposed route will be via Pioneer Boulevard, Centralia Road, Norwalk Boulevard, Myrtle Street, and Katella Avenue to the track. Applicant requests authority to use stages not to exceed 40 feet in length and 102 inches in width in the proposed service. It also asks that the existing restrictions on the Santa Ana express service be made applicable to the proposed service. Applicant will collect a one-way fare of \$.70 between Los Angeles and the track, and \$.25 between Norwalk and the track. One round trip per racing day will be operated at the outset of the service, and schedules will be added if the volume of traffic justifies them. Applicant alleges that it has sufficient equipment to provide the service.

Tanner Motor Tours, Ltd., renders a deluxe type service between Los Angeles and the race track. It has advised the Commission that it has no objection to the proposal.

West Orange Transit Company renders a service from Long Beach and Buena Park to the race track. At its request, applicant has agreed that its operations may be restricted against the transportation of passengers whose origin and destination are both south of the intersection of Alondra Boulevard and Pioneer Boulevard.

Applicant alleges that it has received numerous requests that it render the proposed service and that, with the exception of the deluxe service of Tanner, there is no common carrier passenger service between the track and Los Angeles.

Having fully considered the matter, the Commission is of the opinion and finds that public convenience and necessity require the establishment and operation of a passenger stage service as proposed. A public hearing is not necessary.

O R D E R

Application having been made, the Commission being fully advised in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is granted to Metropolitan Coach Lines, a corporation, 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 passengers between applicant's 6th and Main Street terminal in Los Angeles, on the one hand, and Los Alamitos Race Track in Orange County, on the other hand, including intermediate points, subject to the following conditions and restrictions:

- (a) No passengers shall be picked up or discharged along the Santa Ana Freeway west of Pioneer Boulevard.
- (b) No passenger shall be transported within the City of Los Angeles whose origin and destination are between the Los Angeles Terminal and any point west of Indiana Street.
- (c) No passenger shall be transported whose origin and destination are both south of the intersection of Alondra Boulevard and Pioneer Boulevard.

- (d) The transportation service herein authorized shall be rendered only when horse-racing is conducted at Los Alamitos Race Track.

(2) That in providing service pursuant to the certificate herein granted 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 upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make 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, Metropolitan Coach Lines shall conduct said passenger stage operations over and along the following-described route:

From the Main Street station at Sixth and Main Streets (Los Angeles), via Main Street, or, as an alternate, from the Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, Sixth Street, Whittier Boulevard, Boyle Avenue, Garnet Street, Santa Ana Freeway, Pioneer Boulevard (Norwalk), Centralia Road, Norwalk Boulevard, Myrtle Street (Los Alamitos), Katella Avenue, to the Los Alamitos Race Track.

Return via reverse of going route to the Santa Ana Freeway and Soto Street, thence via Soto Street, Whittier Boulevard, Sixth Street, Central Avenue, Fifth Street, and Maple Avenue to the Los Angeles Terminal.

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.

IT IS FURTHER ORDERED that Metropolitan Coach Lines is authorized to operate passenger stages not to exceed 40 feet in length and 102 inches in width over the route and between the points specified in the order herein.

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