

**ORIGINAL**Decision No. 51322

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES, )  
 a corporation, for a Certificate of Public )  
 Convenience and Necessity for an alternate )  
 route to its LOS ANGELES-SANTA ANA ROUTE ) Application No. 36755  
 NO. 58 to provide passenger stage service )  
 to Disneyland in the vicinity of Anaheim, )  
 California. )

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O P I N I O N

By Decision No. 49872, dated March 30, 1954, in Application No. 35037, Metropolitan Coach Lines has authority from this Commission to render service as a passenger stage corporation via its Los Angeles-Santa Ana Line, Route No. 58, between Los Angeles and Santa Ana serving Downey, Buena Park, Fullerton, Anaheim and Orange en route. Alternate services are authorized via Santa Fe Springs and Whittier. In Anaheim all of these services are along Los Angeles Street. In addition, applicant is authorized to render an express service as part of Route No. 58. In Anaheim this express service is via Manchester Avenue, also known as the Santa Ana Freeway. Applicant has authority to use stages not exceeding 40 feet in length and 102 inches in width on Route No. 58.

Disneyland is an entertainment zone which is being constructed in an area near Anaheim south of Winston Road and west of Harbor Boulevard. Applicant alleges that Disneyland will be opened to the public in July, 1955.

By the application herein, applicant seeks authority to extend its Route No. 58 to enable it to provide service to and from Disneyland. In order to do this, on its non-express runs it will serve from the intersection of Los Angeles Street and Ball Road, via Ball Road and Harbor Boulevard to an unloading zone near the main gate of Disneyland. On its express runs buses will depart from the Santa Ana Freeway at Harbor Boulevard and travel via Harbor Boulevard to the said unloading zone. It is approximately one mile from the intersection of Ball Road and Los Angeles Street to the proposed terminus on Harbor Boulevard, and approximately one-half of a mile from the Santa Ana Freeway and Harbor Boulevard to the proposed terminus.

Applicant will charge its presently authorized fares, i.e., 75 cents from Los Angeles, 25 cents from Santa Ana, and 15 cents from Anaheim. It alleges that its schedules cannot be definitely ascertained at present, but it proposes approximately six trips in each direction, seven days per week. <sup>(1)</sup>

No new equipment will be required.

In support of the application it is alleged that Disneyland will be opened in July 1955, and that it is being developed as a public attraction that will draw a substantial patronage and will employ a large number of people.

Disneyland's Service Director states that Disneyland proposes to provide an unloading space adjacent to the admission gate and to provide parking space for the buses of the various transportation companies.

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(1) See proposed schedules in file.

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. Applicant will be authorized to operate stages not to exceed 40 feet in length and 102 inches in width over the route herein authorized.

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 the intersection of Los Angeles Street and Ball Road in Anaheim, on the one hand, and the entrance to Disneyland on Harbor Boulevard, on the other hand, including intermediate points, as an extension of and to be consolidated with its Los Angeles-Santa Ana Route No. 58.

(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 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 operation over and along the following described routes:

From the intersection of Ball Road and Los Angeles Street (Anaheim) via Ball Road and Harbor Boulevard to Disneyland. Return via the reverse of the going 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.

(3) 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.

(4) IT IS FURTHER ORDERED that the route description of Metropolitan Coach Lines' Los Angeles-Santa Ana Line, Route No. 58,

set forth on Pages 3 and 4 of Decision No. 49872, dated March 30, 1954, in Application No. 35037, is amended to read as follows, including the extension authorized by this decision:

LOS ANGELES-SANTA ANA LINE, ROUTE NO. 58

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Atlantic Boulevard, Telegraph Road, Lakewood Boulevard, Florence Avenue, Downey Avenue (Downey), Firestone Boulevard (Santa Ana Freeway), Whitaker Avenue (Buena Park), Magnolia Avenue, Commonwealth Avenue (Fullerton), Spadra Road, Los Angeles Street (Anaheim), U.S. Highway 101 (Santa Ana Freeway), Chapman Avenue (Orange), Lemon Avenue, La Veta Avenue, Main Street (Santa Ana), and Third Street to Pacific Electric Station at Mortimer Street (Santa Ana).

ALTERNATE ROUTES

1. Via Santa Fe Springs

Over the regular route from Los Angeles Terminal to Telegraph Road and Lakewood Boulevard, thence via Telegraph Road, Norwalk Boulevard, and San Antonio Drive (Norwalk) to Firestone Boulevard, thence via regular route to Santa Ana.

2. Via Whittier

Over the regular route from Los Angeles Terminal to Whittier Boulevard and Atlantic Boulevard, thence via Whittier Boulevard (through Montebello and Pico), Philadelphia Street (Whittier), Comstock Avenue, Bailey Street, Painter Avenue, Whittier Boulevard (U.S. Highway 101), La Mirada Avenue, Central Avenue (La Habra), Pomona Avenue, Broa Boulevard (Brea), Spadra Road to Commonwealth Avenue (Fullerton), thence via regular route to Santa Ana.

3. Via Disneyland

Over regular route from Los Angeles Terminal to Los Angeles Street and Ball Road (Anaheim), thence via Ball Road and Harbor Boulevard to Disneyland and return

3. (Cont'd)

to Los Angeles Street and Ball Road, thence via regular route to Santa Ana; and/or over Express route from Los Angeles Terminal to Santa Ana Freeway and Harbor Boulevard (Anaheim), thence via Harbor Boulevard to Disneyland and return to Santa Ana Freeway, thence via Express route to Santa Ana.

Return via reverse of above routes to 6th Street and Central Avenue (Los Angeles), thence via Central Avenue, 5th Street, and Maple Avenue to the Los Angeles Terminal.

4. Express Route

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, Whittier Boulevard, Boyle Avenue, Garnet Street, Santa Ana Freeway, Pioneer Boulevard, (Norwalk), Firestone Boulevard, Manchester Avenue (Buena Park), Santa Ana Freeway (formerly Manchester Avenue and Santa Ana Boulevard), Main Street (Santa Ana), and 3rd Street to Santa Ana Terminal.

Return via reverse of going route to Santa Ana Freeway and Soto Street, thence via Soto Street, Whittier Boulevard, 6th Street, Central Avenue, 5th Street and Maple Avenue to the Los Angeles Terminal.

RESTRICTIONS:

No passenger shall be picked up or discharged along the Santa Ana Freeway westerly of Pioneer Boulevard.

No passenger shall be transported in the City of Los Angeles whose origin and destination are between

RESTRICTIONS (Cont'd)

the Los Angeles Terminal and any point west of  
Indiana Street.

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

Dated at San Francisco, California,  
this 17th day of APRIL, 1955.

John E. Mitchell  
President

Justus J. Caswell

Ralph J. Williams

William J. Hooley

Commissioners