

**ORIGINAL**Decision No. 51415

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 to )  
 extend its LINE NO. 67, LOS ANGELES- )  
 SIERRA MADRE, in the cities of Sierra )  
 Madre and Arcadia. )

Application No. 36696

Dale Harlan, for applicant.

Lawrence C. Bevington, City Administrator,  
 for the City Council, City of Sierra Madre;  
Anthony Cavalli, for the Sierra Madre Chamber  
 of Commerce; Donald C. Ehr, for Arcadia Chamber  
 of Commerce; Mrs. Margaret D. Berg, Mrs. R. J.  
Finsal, interested parties.

O P I N I O N

Metropolitan Coach Lines has authority from this  
 Commission to render service as a passenger stage corporation  
 via the following route (Decision No. 50653, dated October 13,  
 1954, in Application No. 35504):

Route No. 67. Los Angeles-Sierra Madre Line

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, Sixth Street, San Pedro Street,  
 Commercial Street, Santa Ana Freeway, Mission Road,  
 Huntington Drive, Main Street, Huntington Drive,  
 San Marino Avenue, Sierra Madre Boulevard, and  
 Mountain Trail Avenue to Highland Avenue (Sierra  
 Madre).

Return via Mountain Trail Avenue, Sierra Madre  
 Boulevard, San Marino Avenue, Huntington Drive,  
 Mission Road, Santa Ana Freeway, North Frontage  
 Road, Los Angeles Street, 6th Street, and Maple  
 Avenue to the Los Angeles Terminal.

By the application herein, filed on February 2, 1955, Metropolitan Coach Lines seeks authority to reroute and extend Route No. 67 so that the route description thereof will be as follows:

Line No. 67, Los Angeles-Sierra Madre-Santa Anita Highlands

From Main Street Station at Sixth and Main Streets (Los Angeles) via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, Sixth Street, San Pedro Street, Commercial Street, Santa Ana Freeway, Mission Road, Huntington Drive, Main Street, Huntington Drive, San Marino Avenue, and Sierra Madre Boulevard to Santa Anita Avenue (Arcadia).

Return via Sierra Madre Boulevard, San Marino Avenue, Huntington Drive, Mission Road, Santa Ana Freeway, North Frontage Road, Los Angeles Street, Sixth Street, and Maple Avenue to the Los Angeles Terminal.

A public hearing was held in Sierra Madre on April 5, 1955, before Examiner Kent C. Rogers, evidence was presented and the matter was submitted. It is ready for decision. Prior to the hearing, notice thereof was posted and published as required by this Commission. The City of Arcadia and the City of Sierra Madre were advised by mail of the hearing. The Sierra Madre Chamber of Commerce and the City of Sierra Madre urged the applicant to extend service from the present terminus in Sierra Madre via Sierra Madre Boulevard, Santa Anita Avenue, Grand View Avenue and Baldwin Avenue to Sierra Madre Boulevard. A representative of the Arcadia Chamber of Commerce requested that applicant extend service farther into Arcadia than the applicant proposed. Applicant refused to amend its application to include service beyond the intersection of Sierra Madre Boulevard and Santa Anita Avenue and hence the question of service beyond applicant's

proposed terminus is not before us. The City of Sierra Madre favors the proposed extension, and the City of Arcadia made no appearance. Several residents of Sierra Madre appeared in support of the proposed extension.

In the application it is alleged that the proposed extension is nine-tenths of a mile in length and that no additional fares will be charged, no additional equipment will be required, and schedules will remain the same as at present. If the extension is permitted, service will necessarily be abandoned from the intersection of Sierra Madre Boulevard and Mountain Trail Avenue to applicant's present turnaround south of Highland Avenue, a distance of less than one-fourth of a mile.

In support of the application applicant's superintendent of traffic testified that it has a new garage in El Monte where the buses used in the instant service are kept. This garage is south and east of the proposed terminus and applicant can serve the extra distance along Sierra Madre Boulevard with little or no additional cost. The witness stated that applicant has had several requests to provide the proposed service.

Upon the record herein and 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 in the application herein and that the abandonment of service along Mountain Trail Avenue between Sierra Madre Boulevard and the present terminus is not adverse to the public interest.

O R D E R

Application having been made, the Commission being fully advised in the premises and having made the findings set forth in the opinion, and based upon said findings,

IT IS ORDERED:

(1) That Metropolitan Coach Lines be, and it hereby is authorized to abandon that portion of its Route No. 67 heretofore authorized to be served by Decision No. 50653, dated October 13, 1954, in Application No. 35504, described as follows:

Between the intersection of Sierra Madre Boulevard and Mountain Trail Avenue and the intersection of Highland Avenue and Mountain Trail Avenue via Mountain Trail Avenue, in Sierra Madre.

(2) That a certificate of public convenience and necessity be, and it hereby is granted to Metropolitan Coach Lines, authorizing the establishment and operation of 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 Mountain Trail Avenue and Sierra Madre Boulevard in Sierra Madre, on the one hand, and the intersection of Santa Anita Avenue and Sierra Madre Boulevard in Arcadia, on the other hand, via Sierra Madre Boulevard, serving intermediate points, as an extension 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, Metropolitan Coach Lines shall comply with and observe 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) That within sixty days after 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.

(4) That the applicant may consolidate that portion of its Route No. 67, as described in Decision No. 50653, dated October 13, 1954, in Application No. 35504, which remains after the the abandonment of the portion thereof described in paragraph (1) of the order herein, with the extension authorized by paragraph (2) of the order herein, into one line to be known as the Los Angeles-Sierra Madre-Santa Anita Highlands Line No. 67, which shall operate as follows:

Line No. 67, Los Angeles-Sierra Madre-Santa Anita Highlands.

From Main Street Station at Sixth and Main Streets (Los Angeles) via Main Street, or, as an alternate, from Los Angeles Street Terminal (Los Angeles) via Los Angeles Street, Sixth Street, San Pedro Street, Commercial Street, Santa Ana Freeway, Mission Road, Huntington Drive, Main Street, Huntington Drive, San Marino Avenue, and Sierra Madre Boulevard to Santa Anita Avenue (Arcadia).

Return via Sierra Madre Boulevard, San Marino Avenue, Huntington Drive, Mission Road, Santa Ana Freeway, North Frontage Road, Los Angeles Street, Sixth 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.

(5) That prior to the discontinuance of service pursuant to paragraph (1) of the order herein, Metropolitan Coach Lines shall post plainly visible notices in all of its buses and terminals used in the present Line No. 67 services stating the changes to be made in its routing. Such routes shall remain posted for at least five days prior to the placing in effect of the changes authorized by paragraphs (1) and (4) of the order herein.

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

Dated at San Francisco, California,  
this 31st day of May, 1955.

[Signature]  
President

[Signature]

[Signature]

[Signature]

Commissioners