

ORIGINALDecision No. 53747

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,)
 a corporation, for authority to reroute)
 a portion of its Line 66, Long Beach-) Application No. 38206
 San Pedro, in the City of Long Beach.)
 _____)

O P I N I O N

Applicant Metropolitan Coach Lines, a corporation, operates rail and passenger stage services in the Counties of Los Angeles, Orange, Riverside and San Bernardino pursuant to authority from this Commission. The authorized route of its Line No. 66, Long Beach-San Pedro motor coach line, is set out at Original Page 27 of Appendix A to Decision No. 52821, dated March 27, 1956, in Application No. 36930.

By the application herein, filed on June 28, 1956, applicant requests authority (a) to reroute its Line No. 66 between the intersection of Pico Avenue and Anaheim Street and the Long Beach Terminal at Pacific Avenue and Third Street so as to operate inbound trips to Long Beach via Anaheim Street, Magnolia Avenue, Sixth Street and Pacific Avenue to Ocean Boulevard, and outbound trips from Long Beach via Ocean Boulevard, Cedar Avenue, Broadway, Pacific Avenue, Seventh Street, Magnolia Avenue, and Anaheim Street, and (b) to reroute the alternate route which serves the Catalina Island Steamship Terminal, and to eliminate its service restriction which limits transportation to passengers between Long Beach and the Catalina Terminal.

Applicant alleges that the proposals are in the public interest for the following reasons:

- (1) The authorized route crosses the Los Angeles River Flood Control by using the Seventh Street Bridge and thence along the west side of the Flood Control on Pico Avenue to Anaheim Street. The freeway construction has caused the permanent closing of the Seventh Street Bridge and applicant has been using proposed route along Magnolia Avenue and Anaheim Street as a detour.
- (2) The other changes in route in Long Beach, whereby Sixth Street between Magnolia Avenue and Pacific Avenue could be used on inbound trips and on outbound trips Cedar Avenue would replace Chestnut Avenue, and Broadway would replace Third Street, are to make the routing conform to the one-way street traffic control plans of the City of Long Beach.
- (3) From the end of June until the schools are open in September, applicant operates additional motor coaches between Long Beach and the Catalina Terminal so as to make direct connections with the ships of the Catalina Island Steamship Company. During the remainder of the year patronage drops off to the point where special trips cannot be justified. In order to provide year round transportation applicant proposes to operate one outbound A.M. trip and one inbound P.M. trip of the regular Long Beach-San Pedro service past the Catalina Terminal.

There will be no changes in fares, equipment, or time schedules presently in effect.

Copies of the application have been mailed to all possible competing carriers. No protest has been received by the Commission.

The City of Long Beach Bureau of Franchises and Public Utilities has approved all changes in the City of Long Beach.

We find that public convenience and necessity require the establishment and operation of the proposed services, and that the proposed abandonments of service are not adverse to the public interest. A public hearing is not necessary.

ORDER

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

IT IS ORDERED:

(1) That Original Page 27 of Appendix A of Decision No. 52821, dated March 27, 1956, in Application No. 36930, be and it hereby is cancelled, and First Revised Page 27, in the form set forth in Appendix A attached hereto, is substituted in lieu thereof.

(2) That in providing service pursuant to the authority herein granted, applicant 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 authority herein granted.
- (b) Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized.

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

Dated at San Francisco, California, this 11th day of SEPTEMBER, 1956.

John E. Nichols

 President
Arthur J. Calmes

Charles W. Winters

William D. Dool

R. H. ...

 Commissioners

LINE 66 - LONG BEACH-SAN PEDRO

- * From Pacific Avenue and Ocean Boulevard (Long Beach), via Ocean Boulevard, Cedar Avenue, Broadway, Pacific Avenue, Seventh Street, Magnolia Avenue, Anaheim Street, McFarland Avenue, "D" Street (Wilmington), Avalon Boulevard, "B" Street, Wilmington-San Pedro Road, Pacific Avenue, Front Street, Harbor Boulevard (San Pedro), Fourth Street, Sampson Way, Sixth Street and Harbor Boulevard to its intersection with Fourth Street.

Return via Harbor Boulevard and reverse of above route to Seventh Street and Magnolia Avenue (Long Beach), thence via Magnolia Avenue, Sixth Street and Pacific Avenue to Ocean Boulevard.

ALTERNATE ROUTE

- * Also, from Avalon Boulevard and "B" Street (Wilmington), thence along Avalon Boulevard, Water Street and Fries Avenue to "B" Street.

RESTRICTION

No passenger shall be carried having both point of origin and point of destination easterly of the Los Angeles River.

Issued by California Public Utilities Commission

* Changed by Decision No. 53747; Application No. 38206.

Correction No. 18