

Decision No. 54731**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of LOS ANGELES TRANSIT LINES, a
corporation, for authority to
operate over a portion of the
Harbor Freeway as an alternate
route for Motor Coach Lines
Nos. 5, 6, 7 and 49.

Application No. 38788

O P I N I O N

By this application Los Angeles Transit Lines, a corporation, seeks authority to operate along alternate routes so as to expedite service on some schedules of its present Lines Nos. 5, 6, 7 and 49. Said lines serve the southern and southwestern areas of Los Angeles City. The alternate routes will be operated along the Harbor Freeway, using on and off ramps at Eighth and Ninth Streets in downtown Los Angeles and the ramps at Slauson, Florence and Manchester Avenues. Line No. 5 alternate route would also use Manchester Avenue between the freeway and Market Street in Inglewood. Line No. 6 alternate route would also use Slauson, Florence and Manchester Avenues between the freeway and Vermont Avenue. Line No. 7 alternate route would also use Florence and Manchester Avenues between the freeway and Broadway. Line No. 49 alternate route would also use Slauson and Manchester Avenues between the freeway and Figueroa Street.

Applicant has also applied, in Application No. 38816, for authority to make an additional minor change on Line No. 5 by extending its service to the Hollywood Park race track from its

present route along La Brea Avenue in the City of Inglewood. Said extension would be along Arbor Vitae Street and Hardy Street, to the Prairie Avenue entrances to said race track, and along Prairie Avenue between Arbor Vitae Street and Hardy Street. For the purpose of clarification and to avoid duplication of route description, the said portion of Application No. 38816 pertaining to Line No. 5 will be considered herein.

Applicant proposes to use the said freeway in rendering service on each of the said lines when and as sufficient patronage develops to justify the more direct route on some schedules. Service on the present routes will be continued.

There will be no change in fares or zones.

Commission transportation engineers have considered both applications and have made favorable report therein. The Board of Public Utilities and Transportation of the City of Los Angeles has approved the proposals. The applications are not opposed.

The Commission having considered the matters is of the opinion and finds that the proposed alternate routes and extension are in the public interest. The application will be granted. A public hearing is not deemed necessary.

O R D E R

Application having been made, the Commission being fully advised in the premises and finding 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 Los Angeles Transit 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 persons between the points and along the routes as set forth in Appendix A, attached hereto and made a part hereof as extensions and enlargements of and to be consolidated with Lines Nos. 5, 6, 7 and 49, and subject to the conditions and restrictions as set forth in said Appendix A.

(2) That the route descriptions of Lines Nos. 5, 6, 7 and 49, appearing in Appendices A of Decisions Nos. 53101, 53088 and 52387, and in Decision No. 53401, respectively, be and they hereby are further amended and redescribed in their entirety as the same appear in Appendix A of this order.

(3) 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.
- 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 and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.

(4) That applicant shall give five days' notice in writing to this Commission prior to the establishment on Lines 5, 6, 7 or 49 of any express service pursuant to this order, and shall notify the Commission in writing of any changes in said express service.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 2nd day of APRIL 1957.

[Signature]
President
[Signature]
[Signature]
[Signature]
[Signature]
Commissioners

Los Angeles Transit Lines, a corporation, by the certificate of public convenience and necessity granted in the decision noted in the margin and heretofore granted in Decisions Nos. 53101, 53088, 52387 and 53401, is authorized to transport persons along the following routes:

Eagle Rock-Hawthorne Motor Coach Line No. 5

Beginning at the intersection of Broadway and Hawthorne Boulevard (Hawthorne), thence via Hawthorne Boulevard, La Brea Avenue, Market Street, Florence Avenue, Crenshaw Boulevard, Leimert Boulevard, Santa Barbara Avenue, Broadway, Pasadena Avenue, San Fernando Road, Figueroa Place, Figueroa Street, Cypress Avenue, and Eagle Rock Boulevard to Colorado Boulevard, returning via the reverse thereof.

Also, from the intersection of Verdugo Road and Eagle Rock Boulevard, thence via Verdugo Road to Plumas Drive, and return via the reverse thereof.

Also, beginning at the intersection of Florence Avenue and Prairie Avenue, thence along Prairie Avenue to Hardy Street, thence easterly to the Hollywood Park Turf Club auto parking area.

Also, beginning at the intersection of La Brea Avenue and Arbor Vitae Street (Inglewood), thence via Arbor Vitae Street and Prairie Avenue to the grounds of Hollywood Turf Club via Arbor Vitae Street or Hardy Street entrance.

Also, beginning at the intersection of La Brea Avenue and Hardy Street (Inglewood), thence via Hardy Street and Prairie Avenue to the grounds of Hollywood Turf Club via Hardy Street or Arbor Vitae Street entrance.

Issued by California Public Utilities Commission.

Decision No. 54791, Application No. 38788.

(Line No. 5, continued)

Also, beginning at the intersection of Market Street and Manchester Avenue in Inglewood, thence via Manchester Avenue, Harbor Freeway and Ninth Street to Broadway and returning, commencing at the intersection of Eighth Street and Broadway, thence via Eighth Street, Harbor Freeway and Manchester Avenue to Market Street in Inglewood.

Restrictions:

No passengers shall be picked up or discharged between the intersection of Florence Avenue and Prairie Avenue and the Hollywood Park Race Track, both points inclusive.

Passenger stops along Manchester Avenue shall be made only at Prairie Avenue, Crenshaw Boulevard, Western Avenue and Normandie Avenue.

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.

Issued by California Public Utilities Commission.

Decision No. 54791, Application No. 38788.

South Vermont Avenue-Highland Park Motor Coach Line No. 6

Beginning at the intersection of 116th Street and Vermont Avenue, thence via Vermont Avenue, Santa Barbara Avenue, Broadway, Pasadena Avenue, San Fernando Road, Figueroa Place, Figueroa Street, Marmion Way, Monte Vista Street, Avenue 61, Piedmont Avenue, Figueroa Street and York Boulevard to Eagle Rock Boulevard, returning via the reverse thereof.

Also, beginning at the intersection of Manchester Avenue and Vermont Avenue, thence via Manchester Avenue, Harbor Freeway and Ninth Street to Broadway, and returning, commencing at the intersection of Eighth Street and Broadway, thence via Eighth Street, Harbor Freeway and Manchester Avenue to Vermont Avenue.

Also, beginning at the intersection of Slauson Avenue, and Vermont Avenue, thence via Slauson Avenue to Harbor Freeway, and returning via the reverse thereof.

Also, beginning at the intersection of Vermont Avenue and Florence Avenue, thence via Florence Avenue to Harbor Freeway, and returning via the reverse thereof.

Restriction:

No passenger stops shall be made along Slauson Avenue or along Florence Avenue.

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.

Issued by California Public Utilities Commission.

Decision No. 54791, Application No. 38788.

South Broadway-Union Station Motor Coach Line No. 7

Beginning at the intersection of 116th Street and Athens Way, thence via Athens Way, Broadway, Broadway Place, Main Street, Spring Street, Aliso Street, Main Street, and Macy Street to Union Station, returning via Macy Street, Main Street, Arcadia Street, Spring Street, thence via the reverse of the going route.

Also, from the intersection of 12th Street and Main Street, thence via 12th Street to Central Avenue, returning via the reverse thereof.

Also, beginning at the intersection of Manchester Avenue and Broadway, thence via Manchester Avenue, Harbor Freeway and Ninth Street to Spring Street, and returning, commencing at the intersection of Spring Street and Eighth Street, thence via Eighth Street, Harbor Freeway and Manchester Avenue to Broadway.

Also, beginning at the intersection of Broadway and Florence Avenue, thence via Florence Avenue to Harbor Freeway, and returning via the reverse thereof.

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.

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San Pedro-South Figueroa Motor Coach Line No. 49

Beginning at the intersection of Manchester Avenue and San Pedro Street, thence via San Pedro Street, Sixty-first Street, Main Street, San Pedro Place, Woodlawn Avenue, Maple Avenue, Fifth Street, Flower Street, Twenty-first Street and Figueroa Street to Century Boulevard, return via Figueroa Street, Twenty-first Street, Flower Street, Sixth Street, Maple Avenue, Woodlawn Avenue, San Pedro Place, Main Street, Sixty-first Street and San Pedro Street to Manchester Avenue.

Also, beginning at the intersection of Figueroa Street and Manchester Avenue, thence via Manchester Avenue, Harbor Freeway and Ninth Street to Flower Street, and returning, commencing at the intersection of Eighth Street and Flower Street, thence via Eighth Street, Harbor Freeway and Manchester Avenue to Figueroa Street.

Also, beginning at the intersection of Slauson Avenue and Figueroa Street, thence via Slauson Avenue to Harbor Freeway, and returning via the reverse thereof.

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.

End of Appendix A

Issued by California Public Utilities Commission.

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