

Decision No. 51906**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 )  
make certain minor route modifi- )  
cations on motor coach routes "7" )  
and "8". )

Application No. 36984

O P I N I O N

By the above-entitled application, as amended, Los Angeles Transit Lines seeks authority (1) to amend the turnaround provision set forth in subparagraph (d) of paragraph (10) in the Order of Decision No. 50734, dated November 3, 1954, (page 17 of said Decision), in Application No. 35728, to permit a "two block" rather than a one block turnaround and (2) to reroute its South Broadway-Union Station Motor Coach Line No. 7, the routing of which is set forth in subparagraph (3) of paragraph (6) in the Order of Decision No. 50734.

(1) In support of its application for authority to increase the size of the turnaround loops as provided in Decision No. 50734, the applicant alleges that it is authorized to operate its West 54th Street - North Main Street Motor Coach Line No. 8 along North Main Street in the vicinity of Lamar Street; that applicant formerly diverted rail service from North Main Street at Lamar Street to the Southern Pacific Shops, located two blocks from North Main Street at the intersection of Lamar Street and Gibbons Street, for service to Southern Pacific employees; that applicant at all times intended to continue this service upon substituting motor coach service for said rail service and proposed to accomplish it through a two-block,

off-route turnaround authorization which it requested in said Application No. 35728; that said Decision No. 50734, in treating motor coach turnaround requirements, included the standard provision allowing only one block for turnaround movements; that if applicant is allowed to use two blocks for turnaround movements, such authority would permit the continuation of service to the Southern Pacific Shops by Line No. 8 coaches, as previously provided by rail service, and would also permit more flexible general operation on all coach lines.

We are not convinced that there is any necessity for changing the turnaround provision as the specific authorization sought by applicant can be accomplished by a redescription of Line 8, and the order of Decision No. 50734 will be amended to so provide.

(2) Under the provisions of Decision No. 50734, referred to above, applicant is authorized to route its South Broadway-Union Station Motor Coach Line No. 7 between the intersection of Spring Street and Aliso Street and the intersection of Macy Street and Main Street via Spring Street, New High Street, Bellevue Avenue and Macy Street. It requests authority to reroute this portion of the service so that coming into the Union Station from the intersection of Spring Street and Aliso Street the service will be via Aliso Street and Main Street to Macy Street, and leaving the Union Station the service will be from the intersection of Macy Street and Main Street, via Main Street and Arcadia Street to Spring Street. In support of the application applicant alleges that the proposed modification would result in the removal of the coach operations and turning movements from congested streets and intersections; that the proposed route on Main Street is approximately 400 feet

easterly of the presently authorized route, and that service would continue to be provided along Spring Street by applicant's No. 25 motor coach line. It is further alleged that the proposed rerouting has been approved by the Board of Public Utilities and Transportation of the City of Los Angeles.

Upon the allegation of the application herein, we find that the proposed rerouting of Line No. 7 is in the public interest. It will be authorized.

Applicant will make no changes in its tariff or schedules. A public hearing is not necessary.

O R D E R

Upon the findings and conclusions set forth in the foregoing opinion,

IT IS ORDERED:

(1) That the route descriptions of Los Angeles Transit Lines' South Broadway-Union Station Motor Coach Line No. 7, and the West 54th Street - No. Main Street Motor Coach Line No. 8, set forth in Paragraph (6) of the order of Decision No. 50734, dated November 3, 1954, be amended to read as follows:

South Broadway-Union Station Motor Coach Line No. 7

Commencing 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.

West 54th St. - No. Main St. Motor Coach Line No. 8

Commencing at the intersection of Crenshaw Boulevard and 54th Street, thence via 54th Street, Broadway, Broadway Place, Main Street, North Main Street and Mission Road to Selig Place; returning via the reverse thereof.

Also along Lamar Street between Main Street and Gibbons Street.

(2) That Los Angeles Transit Lines shall post notices in all buses operating over Line No. 7 indicating the changes in routing which will result from operations indicated pursuant to this order. Such notices shall remain continuously posted for a period of not less than 5 days prior to the changes in routing authorized by this order. Proof of such posting shall be filed with the Commission within 30 days after the completion of the changes herein authorized.

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

Dated at San Francisco, California,  
this 31<sup>th</sup> day of August, 1955.

[Signature]  
President

[Signature]

[Signature]

[Signature]

Commissioners