

**ORIGINAL**Decision No. 52037

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 changes in its )  
system, including the substitu- )  
tion of motor coach service for )  
certain rail service, modifica- )  
tion of routes, abandonment of )  
certain lines and facilities and )  
other changes. )

Application No. 35728  
(First Supplemental)

Gibson, Dunn & Crutcher, by Richard L. Wells, for  
Los Angeles Transit Lines, Applicant.  
Arthur N. Greenberg for W. C. Beeler, et al;  
T. M. Chubb, Chief Engineer and General Manager by Manuel  
Kroman, Engineering Associate, Los Angeles City Hall, for  
Department of Public Utilities and Transportation of the  
City of Los Angeles, interested parties.  
Fred Ballenger, Associate Transportation Engineer,  
for the Commission's staff.

O P I N I O N

By Decision No. 50734, dated November 3, 1954, in  
Application No. 35728, this Commission authorized the Los Angeles  
Transit Lines to substitute motor coach for rail service on its  
existing lines F, 5, 7, 8 and portions of W and 9 lines. By  
Decision No. 51285, dated April 5, 1955, in the same application,  
the provisions of Decision No. 50734 were made mandatory. Pur-  
suant to these decisions the Los Angeles Transit Lines presently

operates motor coach passenger service over and along the following designated and described routes:

1. Eagle Rock-Hawthorne Motor Coach Line No. 5

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

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

Commencing at the intersection of 116th Street and Vermont Avenue, thence via Vermont Avenue, Santa Barbara Avenue, Broadway Place, Main Street, Broadway Place, 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 Avenue 50; returning via the reverse thereof.

Under date of May 13, 1955 a complaint, No. 5651, was filed against the Los Angeles Transit Lines requesting a rerouting of certain of its bus lines in the vicinity of Santa Barbara and Jefferson Avenues. By Decision No. 51556, dated June 7, 1955, this complaint was dismissed and Application No. 35728 was reopened for the limited purpose of considering whether Decisions Nos. 50734 and 51285 should be amended in so far as those decisions prescribe certain routes for the motor coaches in the vicinity of Santa Barbara and Jefferson Avenues. Subsequently, on July 5, 1955, the Los Angeles Transit Lines filed Application No. 35728, First Supplemental, requesting a rerouting of its 5 and 6 lines in the vicinity of Santa Barbara and Jefferson Avenues.

A public hearing was held on September 1, 1955, before Examiner Grant E. Syphers, in Los Angeles, at which time evidence was adduced and the matter submitted.

Exhibit 1, received in evidence, is a map showing the proposed reroutings and Exhibit 2, also received in evidence, is a statement showing the headways which will result if the reroutings are effected. In substance the proposal will route the 5 and 6 motor coach lines over Broadway between Santa Barbara Avenue and Olympic Boulevard, rather than over Broadway Place and Main Street as at present.

A witness for the Los Angeles Transit Lines testified that such a rerouting is desirable since applicant presently operates four motor coach lines along Broadway Place and Main Street in the area. Under the proposal there would be two on this route and two on Broadway. He further pointed out that the proposed rerouting would provide a more convenient service for the patrons of the former rail service, and that it would eliminate certain present coach turning movements at two intersections, namely, Broadway and Olympic Boulevard and Broadway Place and Main Street. The reroutings likewise would provide a desirable service for the residents in the area by reason of the residential and commercial development and also the existing street lighting conditions.

Exhibit 3, received in evidence, is a certified copy of a resolution of the Board of Public Utilities and Transportation of the City of Los Angeles, which resolution is dated August 12, 1955, and approves the proposed reroutings as set out in Application No. 35728, First Supplemental.

There was no opposition to this proposal at the hearing.

O R D E R

Application as above entitled having been filed, and an order of reopening as above indicated having been issued by this Commission, public hearings having been held thereon, the Commission being fully advised in the premises and hereby finding that public convenience and necessity so require,

IT IS ORDERED that the Los Angeles Transit Lines be, and it hereby is, authorized to reroute those portions of its present motor coach lines Nos. 5 and 6 which now operate along Santa Barbara Avenue, Broadway Place, Main Street and Broadway Place to operate instead along Broadway between Santa Barbara Avenue at Broadway and Broadway at Olympic Boulevard; and that the description of lines Nos. 5 and 6 appearing in ordering paragraph (6) of the order in Decision No. 50734 dated November 3, 1954 in Application No. 35728, be, and it hereby is, amended to read as follows:

1. Eagle Rock-Hawthorne Motor Coach Line No. 5

Commencing 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 reverse thereof.

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

Commencing 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 Avenue 50; returning via the reverse thereof.

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

Dated at San Francisco, California,  
this 4th day of October, 1955.

John E. Mitchell  
President  
James F. ...  
...  
...  
...  
Commissioners