

Decision No. 29011

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
the Los Angeles Railway Corporation  
for an in lieu certificate for its  
motor coach lines.

Application No. 19179,  
Eleventh Supplemental.

BY THE COMMISSION:

SUPPLEMENTAL ORDER

ORIGINAL

The Los Angeles Railway Corporation, on July 6th, 1936, filed its Eleventh Supplemental Application seeking permission to divert a portion of the service on its East Ninth Street and Whittier Boulevard Motor Coach Line over and along the following route:

From the intersection of Soto Street and Olympic Boulevard, thence via Soto Street, East Twelfth Street, Pico Boulevard.

Applicant alleges that a number of industries have been established recently in the industrial area bounded by Soto Street, Olympic Boulevard, Grand Vista Avenue and East Pico Boulevard and that there are sufficient employees and visitors to these industries to warrant a trial operation of a motor coach service.

Applicant proposes, during the morning rush hour, when the west bound travel on the coach line is relatively high and the east bound traffic is relatively low, to divert every other east bound coach over the route set forth above, instead of over the regular route between the same termini, and, during the peak

hour in the afternoon, when the west bound travel is comparatively light and the east bound travel is relatively high, to divert every other west bound coach over the above described route. By this arrangement, during the periods of diversion, between the intersections of Olympic Boulevard and Soto Street and Grand Vista Avenue and Eighth Street, the service over the regular route and over the alternate route will be on an approximate ten-minute headway in the direction opposite to the heavy traffic flow. It is thought that this will be sufficient for the traffic at these times of day. No changes in fares are proposed herein.

Attached to the application and identified as Exhibit "B" is a copy of a letter, dated June 24th, 1936, in which the board of Public Utilities and Transportation of the City of Los Angeles has approved this plan.

It is proposed to make these changes for a trial period of ninety days, at the termination of which, if the financial showing should not justify the continuance of such operations, applicant may be authorized to resume the original route as set forth in Decision No. 27052, dated May 14th, 1934, on Application No. 19179.

It appearing that this is not a matter in which a public hearing is necessary, that it will be in the public interest to reroute a portion of the motor coach service on the East Ninth Street and Whittier Boulevard Line, as proposed, and that the application should be granted;

IT IS HEREBY ORDERED that the Los Angeles Railway Corporation be and it is hereby authorized to divert a part of the service of its East Ninth Street and Whittier Boulevard Line, for a trial period of ninety days, over and along the following route:

From the intersection of Soto Street and Olympic Boulevard, thence via Soto Street, East Twelfth Street, Pico Boulevard;

subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days' notice of the alternate routing authorized herein, by posting notices in all motor coaches operating on said line and at all stations affected.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the establishment of the alternate route, as authorized herein, and of its compliance with the conditions hereof.
- (3) The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, unless further time is granted by subsequent order.

In all other respects, Decision No. 27052, as amended, shall remain in full force and effect.

The effective date shall be the date hereof.

Dated at San Francisco, California, this 22nd day of July, 1936.

M. B. Harris

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Nathan P. King  
Frank C. Wynn

Commissioners.