

Decision No. 32217.

ORIGINAL

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.

Twenty-Seventh  
Suppl. Appl. No. 19179.

BY THE COMMISSION:

SUPPLEMENTAL ORDER

In the above numbered supplemental proceeding, Los Angeles Railway Corporation seeks the Commission's authority to join the Gage Avenue leg and the Slauson Avenue leg of its Maywood-Bell motor coach line and to operate thereover in both directions clockwise and counter-clockwise around the entire loop, except during night service period and on Sundays and holidays. During the night period and on Sundays and holidays a slightly different type of operation is proposed to be conducted, in that the coaches on the Slauson Avenue leg will be turned in the area bounded by Heliotrope Avenue, South Randolph Street, Alamo Avenue and North Randolph Street, while the coaches on the Gage Avenue leg will be turned in the area bounded by Pala Avenue, Fillmore Street and Alamo Avenue.

By the provisions of Decision No. 31894, dated April 4th, 1939, in this proceeding, authorization was granted for the re-routing of the coach line involved herein but the new service was never put into effect, due to the fact that the City of Maywood objected to the coaches being turned in any loop in that city other than via Randolph Street and Alamo Avenue and this type of operation would have added substantially to the costs. The present proposal is entirely satisfactory to the City of Maywood, as well

as to the City of Bell.

At the present time there is a fare zone limit at Gage Avenue and Atlantic Avenue and the proposed loop operation of the Maywood-Bell coach line will necessitate the establishment of a fare zone limit at Heliotrope Avenue and Randolph Street, thus requiring that all passengers boarding and alighting east of Atlantic and Gage Avenues and east and south of Heliotrope Avenue and Randolph Street pay a second zone fare of 10¢ for a ride into the inner zone north of Pacific Avenue and Slauson Avenue via rail line "J." Other than the above, no material changes in headways, fares or type of equipment to be operated will be made.

It appears that this is not a matter in which a public hearing is necessary and that the application should be granted; therefore,

Los Angeles Railway Corporation is authorized to reroute its Maywood-Bell coach line over the following route, instead of over the route described in paragraph I of the 23rd Supplemental Application in this proceeding:

Route of outer or counter-clockwise loop to be operated at all service times except during night service and on Sundays and Holidays:

Commencing at the intersection of Gage Avenue and Alamo Avenue, thence via Alamo Avenue, the north roadway of Randolph Street, Heliotrope Avenue, Heliotrope Circle, Slauson Avenue, Rugby Avenue, Belgrave Avenue, Pacific Boulevard, and Gage Avenue to the point of commencement.

Route of inner or clockwise loop to be operated at all service hours except during night service and Sundays and Holidays:

Commencing at the intersection of Gage Avenue and Alamo Avenue, thence via Gage Avenue, Pacific Boulevard, Slauson Avenue, Heliotrope Circle, Heliotrope Avenue, the south roadway of Randolph Street, and Alamo Street to the point of commencement.

Route after 8:30 p.m. daily and from opening to close of time table on Sundays and Holidays:

Commencing at the intersection of Randolph Street and Heliotrope Avenue, thence via Heliotrope Avenue,

Heliotrope Circle, Slauson Avenue, Rugby Avenue, Belgrave Avenue, Pacific Boulevard, Gage Avenue, Alamo Avenue, Fillmore Street, Pala Street and Gage Avenue to Alamo, thence returning via Gage Avenue, Pacific Boulevard, Slauson Avenue, Heliotrope Circle, Heliotrope Avenue, the south roadway of Randolph Street, Alamo Avenue, the north roadway of Randolph Street, to the point of commencement.

The above new route is to be considered as part of the in lieu certificate granted by this Commission's Decision No. 27052, dated May 14th, 1934, on Application No. 19179.

The public shall be afforded at least five (5) days' notice of the changes authorized herein, by posting notices in all coaches operating on the line involved and at all stations affected. Within thirty (30) days after such rerouting, pursuant to this order, applicant shall so advise the Commission in writing. In all other respects Decision No. 31894 shall remain in full force and effect. This order shall be effective immediately.

Dated at San Francisco, California, this 1st day of August, 1939.

Robert A. Quinn  
Carl Sney  
W. H. Miller  
Justus J. Casmen  
Commissioners.