

ORIGINAL

Decision No. 19472.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application of
PACIFIC ELECTRIC RAILWAY COMPANY
for authority to abandon service
and remove its track on Avenue 64
in the City of Los Angeles, and for
a certificate of public convenience
and necessity for the operation of a
motor coach line as substitute therefor.

APPLICATION NO. 14301.

C. W. Cornell, for Applicant.

L. A. Diether, Deputy City Attorney,
for City of Pasadena.

J. O. Marsh, Chief Engineer, Board
of Public Utilities and Trans-
portation, City of Los Angeles.

George E. Waldo, for San Rafael
Heights Residents.

BY THE COMMISSION:

O P I N I O N

This is an application of Pacific Electric Railway
Company for authority to abandon service and remove its track
on Avenue 64 in the City of Los Angeles, and for a certificate
of public convenience and necessity for the operation of a
motor coach line as substitute therefor.

A public hearing was conducted by Examiner Williams

at Los Angeles on February 4, 1928, at which time the matter was submitted.

The line operated on Avenue 64, commonly known as the Annandale Line, is a portion of the Los Angeles local lines of applicant. The southerly terminus of the line is at the junction with the South Pasadena-Los Angeles line at Avenue 64 and Roble Avenue. The northerly terminus is at the south city limits of Pasadena near Adelaide Place. The line is approximately 4,000 feet in length, of which approximately 2400 feet is doubled tracked. Operation is carried on by means of a one-man shuttle car on a twenty-minute headway. Connection is made and transfers issued at the southerly end of line with the South Pasadena-Los Angeles local line. At the northerly end, connection is made with the La Loma Road motor coach line of the Pasadena local service.

I. E. St. John, Assistant Auditor for applicant, testified that the estimated railway operating loss on this line for twelve months ending November 30, 1927, was \$2,964.13. This statement, however, included certain general expenses, and for the purpose of showing the out-of-pocket saving which could be effected through abandonment of service, an additional statement was requested. This statement, which was filed subsequent to the day of hearing by applicant, shows that the net loss of the line on out-of-pocket basis was \$2,549.87 for the same period. It may be concluded, therefore, that the saving to be made by the Company through abandonment of this line is approximately \$2,500. annually.

It was further shown by applicant that the City has passed an ordinance of intention to pave Avenue 64 between Roble

Avenue and Pasadena Avenue. Such an improvement will necessitate the reconstruction of existing tracks with grooved girder rails and asphalt paving, at an estimated cost of \$10,837.00. Applicant contends that the present and prospective earnings of the line do not justify the additional investment required to continue its operation.

O. A. Smith, Passenger Traffic Manager for the Pacific Electric, testified that his company proposed to extend the La Loma Road motor coach line, which is now operated as a portion of the Pasadena local service of applicant, southerly along Avenue 64 to the junction with the South Pasadena-Los Angeles rail line. This extension, he stated, could be made without placing additional motor coaches in service on the La Loma Road line, and without additional labor costs. The headway, however, on this line is thirty minutes instead of the present twenty-minute headway on the Annandale rail line. He stated that there would be a net increase in income to the Company of \$6,000. per year through the carrying out of the changes proposed in the application, namely, the abandonment of the rail line and the operation of the motor coach line as a substitute therefor.

Applicant proposes to continue the same fares in the bus service as have been charged under applicant's local passenger tariff No. 816, C.R.C.No.1000, (seventh revised page 36 and twenty-fifth revised page 16).

There is attached to the application a letter signed by the Secretary of the Board of Public Utilities and Transportation of the City of Los Angeles, consenting to the changes as proposed herein by applicant. No protests against the granting of the application were entered at the hearing.

From a consideration of all of the evidence in this

matter, we conclude that the application for authority to abandon service and remove its track on Avenue 64 in the City of Los Angeles and for a certificate of public convenience and necessity for the operation of a motor coach as substitute therefor, as prayed for, should be granted.

O R D E R

Pacific Electric Railway Company, a corporation, having applied for authority to abandon service and remove its track on Avenue 64 in the City of Los Angeles, and for a certificate of public convenience and necessity for the operation of a motor coach line as substitute therefor, a public hearing having been held, the matter being under submission and now ready for decision,

THEREFORE, IT IS HEREBY ORDERED that Pacific Electric Railway Company, a corporation, be and it is hereby authorized to abandon service and remove its track on Avenue 64 in the City of Los Angeles, said line to be abandoned being described as follows:

Commencing at the intersection of the South Pasadena Line of the Pacific Electric Railway with Avenue 64, in the City of Los Angeles, County of Los Angeles, State of California; thence northeasterly along Avenue 64 to the south limits of the City of Pasadena, and as shown in yellow on blue print map C.E.R. 10997-a, attached to the application.

IT IS HEREBY FURTHER ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to applicant herein to establish motor bus service, as a part of and in conjunction with its street railroad as a common carrier of passengers between Avenue 64 and Roble Avenue in the City of Los Angeles and Arroyo Drive and La Loma

Road in the City of Pasadena, over and along the following route:

Commencing at the intersection of Arroyo Drive and La Loma Road, thence westerly on La Loma Road to San Rafael Avenue, thence northerly on San Rafael Avenue to Nithsdale Road, thence westerly on Nithsdale Road to Avenue 64, thence southerly on Avenue 64 to Roble Avenue;

subject to the following conditions:

1. Applicant shall file with this Commission, within a period of not to exceed ten (10) days from date hereof, its written acceptance of the certificate herein granted as an extension and enlargement of its present operative rights, and not as a new or separate right.
2. Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed sixty (60) days from the date hereof.
3. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
4. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 12th day of March, 1928.

Leon White

Oliver

John J. Lewis

M. J. [unclear]
Commissioners