

Decision No. 19594

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of PACIFIC ELECTRIC RAILWAY COMPANY for authority to operate motor coach lines in the City of Pasadena, California.	)
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**ORIGINAL**

Application No. 12820,  
(Supplemental)

Frank Karr and C. W. Cornell, for applicant.

Fred A. Stoehr and Harold P. Huls, Deputy  
City Attorneys, for City of Pasadena,  
Protestant.

E. D. Melcher, for Chamber of Commerce, City  
of Pasadena, Protestant.

W. J. Wise and M. A. Shipman, for Better  
Service League of Pasadena, Protestant.

Harrison R. Baker, for East Washington  
Street Property Owners, Protestant.

Geo. E. Waldo, for San Rafael Heights Residents  
and Residents on Avenue 64, Protestants.

G. R. Langtree, for Green Street Improvement  
Association, Protestant.

BY THE COMMISSION:

FIRST SUPPLEMENTAL OPINION

By this supplemental application, the Pacific Electric  
Railway Company proposes to make certain changes in its motor  
coach operation in and about the City of Pasadena from that author-  
ized by Decision No. 17439 in the above numbered application.

In the opinion in said Decision No. 17439, the following  
statement appears:

"While the record in this matter clearly shows that public convenience and necessity demand some service of this character within the territory involved, it does not warrant the granting of a permanent certificate to the extent applied for. However, it was generally admitted that there is a duplication of service and a supply of service existing at the present time much in excess of that found necessary to serve other similar communities, but there is not sufficient data in the record to determine with finality the exact routes which should be permanently established."

The present application is in response to this suggestion.

Public hearings were held on the supplemental application before Examiner Williams at Los Angeles on June 13th and 24th, 1927, at which time the matter was submitted. Before a decision was rendered on the supplemental application, certain changes in the routes and service of the Pasadena local motor coach lines were placed in effect following agreement between the Board of Directors of the City of Pasadena and the Pacific Electric Railway. Notice of these changes was properly filed with the Railroad Commission on August 30th, 1927, in accordance with the requirements of Condition (2) in Decision No. 17439, that such changes might be made under the condition mentioned for a period of not to exceed six months.

On January 11th, 1928, submission was set aside and the matter was reopened for further hearing before Examiner Williams on February 3rd, 1928, at Pasadena, at which time the matter was duly submitted.

The record in this case indicates that the routes and service, as agreed upon by the City and the Company, and which have been in effect since September 15th, 1927, have proven satisfactory to both of these parties, and have satisfied the protestants who appeared at the initial hearings on the supplemental application, and no evidence was offered to oppose the granting of this application.

The record further shows that the local service in Pasadena has been reduced to some extent over that existing at the time of the first decision in this matter. Service during the late evening hours has been curtailed. Certain bus routes have been consolidated with consequent elimination of unnecessary duplication of service.

Passenger Traffic Manager, O. A. Smith, testified that although none of the bus lines are earning a fair return on the property investment, the Company desired to continue their operation substantially along the present routes. It is proposed by applicant, however, to abandon service on California Street between Hill Avenue and San Marino Avenue, this being the only change in routing from the agreed plan placed in effect September 15th, 1927.

E. D. Melcher, Special Engineer for the City of Pasadena, testified that the service and routes now operated by the Pacific Electric were satisfactory to the City of Pasadena and that no objection was made to the abandonment of the California Street line as proposed. No other protests were received relative to the routes.

Counsel for the city urged that the final decision in this matter contain a provision permitting routes and service to be changed upon a mutual agreement between the City and the Company. It appears desirable that in the future the City and Company work out and submit to the Commission, for its consideration, changes in the routing of busses so as to best meet public convenience under prevailing conditions.

After carefully considering all the evidence in this proceeding, it appears that public convenience and necessity justify the granting of this application, with a provision that the routes over which certificates are granted are, to a certain degree,

experimental in character and are subject to change by supplemental order upon receipt and consideration of application for such change.

### O R D E R

Supplemental application having been filed by the Pacific Electric Railway Company to make certain changes in its motor coach operation, as heretofore authorized by Decision No. 17439 of this Commission, public hearings having been held, the matter having been duly submitted and the Commission being now fully advised,

IT IS HEREBY FOUND AS A FACT that public convenience and necessity require the operation by the Pacific Electric Railway Company of the motor coach lines in and about the City of Pasadena, as proposed by applicant; therefore,

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be, and the same is hereby granted to the Pacific Electric Railway Company for the operation of motor coaches in and about the City of Pasadena over the following routes:

#### ROUTE "A"

From Broadway and Colorado Street, north on Broadway to Union Street, west on Union Street to Pasadena Avenue, south on Pasadena Avenue to Colorado Street, east on Colorado Street to Los Robles Avenue, north on Los Robles Avenue to Woodbury Road; returning south on Los Robles Avenue to Montana Street, west on Montana Street to Marengo Avenue, south on Marengo Avenue to Penn Street, east on Penn Street to Los Robles Avenue.

#### ROUTE "B"

Commencing at East Orange Grove Avenue and Craig Avenue, west and southwest on Orange Grove Avenue to Colorado Street, east on Colorado Street to El Molino Avenue, south on El Molino Avenue to Center Street, east on Center Street to Lake Avenue, north on Lake Avenue to Delmar Street, east on Delmar Street to Wilson Avenue, south on Wilson Avenue to San Pasqual Street, east on San Pasqual Street to Hill Avenue, north on Hill Avenue to Charlevoix Street, east on Charlevoix Street to Sierra Bonita Avenue, south on Sierra Bonita Avenue to Rose Villa Street, east on Rose Villa Street to Meredith Avenue, south on Meredith Avenue to Oakdale Street, west on Oakdale Street to Hill Avenue.

ROUTE "C"

Beginning at a point on Washington Street, known as "Tierra Alta", immediately west of Santa Anita Road, west on Washington Street to Marengo Avenue, south on Marengo Avenue to California Street, east on California Street to Los Robles Avenue, south on Los Robles Avenue to Glenarm Street, west on Glenarm Street to South Pasadena Avenue, south on South Pasadena Avenue to State Street, west on State Street to Orange Grove Avenue, south on Orange Grove Avenue to Columbia Street, west on Columbia Street to South Pasadena Avenue, north on South Pasadena Avenue to State Street.

ROUTE "D"

From Broadway and Colorado Street, north on Broadway to Union Street, west on Union Street to Pasadena Avenue, south on Pasadena Avenue to Colorado Street, east on Colorado Street to El Molino Avenue, north on El Molino Avenue to Highland Street, east on Highland Street to Woodbury Road, west on Woodbury Road to El Molino Avenue, south on El Molino Avenue to Highland Street.

ROUTE "E"

From Broadway and Colorado Street, north on Broadway to Union Street, west on Union Street to Pasadena Avenue, south on Pasadena Avenue to Colorado Street, east on Colorado Street to Hill Avenue, north on Hill Avenue to Topeka Street.

ROUTE "F"

From Broadway and Colorado Street, north on Broadway to Union Street, west on Union Street to Pasadena Avenue, south on Pasadena Avenue to Colorado Street, east on Colorado Street to Stevenson Avenue, north on Stevenson Avenue to Washington Street, east on Washington Street to Michigan Avenue, north on Michigan Avenue to Topeka Street, west on Topeka Street to Mar Vista Avenue, south on Mar Vista Avenue to Washington Street.

ROUTE "G"

Beginning at Allen Avenue and Hyatt Street, north on Allen Avenue to Washington Street.

ROUTE "H"

Beginning at California Street and Hill Avenue, west on California Street to Los Robles Avenue, north on Los Robles Avenue to Colorado Street, west on Colorado Street to Raymond Avenue, south on Raymond Avenue to California Street, west on California Street to South Grand Avenue, south on South Grand Avenue to La Loma Road, west on La Loma Road to San Rafael Avenue, north on San Rafael Avenue to Nithsdale Road, west on Nithsdale Road to Avenue 64, south on Avenue 64 to Adelaide Place; also from the corner of La Loma Road and Arroyo Drive, north on Arroyo Drive to California Street, east on California Street to South Grand Avenue.

This certificate is subject to the following conditions:

1. Applicant shall file a written acceptance of the certificates herein granted within a period not to exceed twenty (20) days from date hereof.

2. 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.

3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that the certificates granted by Decision No. 17439, dated October 6th, 1926, be and the same are hereby revoked and annulled.

IT IS HEREBY FURTHER ORDERED that the certificated routes herein authorized are to be considered as experimental, subject, upon application, to change by supplemental order in this proceeding.

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 13<sup>th</sup> day of April, 1928.

Leon Whitell  
C. S. Sweeney

Thomas D. Lueders

M. J. Lewis

Commissioners.