

Decision No. 20007

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 PACIFIC ELECTRIC RAILWAY COMPANY for
 authority to reroute its Oak Knoll
 line in the City of Pasadena beyond
 the intersection of Lake Avenue and
 Colorado Street so as to make the
 terminal at the intersection of Lake
 Avenue and Woodbury Road; also for
 authority to construct a second track
 across Colorado Street on Lake Avenue.)

APPLICATION NO. 14816

BY THE COMMISSION:

ORIGINAL

O R D E R

Pacific Electric Railway Company filed the above en-
 titled application with this Commission on June 22, 1928, re-
 questing authority to reroute, for a trial period of six months,
 its Oak Knoll line in the City of Pasadena beyond the inter-
 section of Lake Avenue and Colorado Street, and to construct
 a second track at grade on Lake Avenue across Colorado Street
 in said city.

The Oak Knoll line is an interurban passenger line of
 applicant between Los Angeles and Pasadena, and in the City of
 Pasadena said line extends north along Oak Knoll Avenue and
 Lake Avenue to Colorado Street; thence west on Colorado Street
 to Fair Oaks Avenue; thence north on Fair Oaks Avenue to its
 terminus at North Fair Oaks Avenue between Holly Street and
 Walnut Street.

Applicant proposes to reroute, for a trial period of
 six months, said interurban line from the intersection of

Lake Avenue and Colorado Street, north along Lake Avenue to Woodbury Road, and to discontinue, during said trial period, that portion of its Oak Knoll Line between the intersection of Lake Avenue and Colorado Street and its present terminus.

Applicant alleges that the City of Pasadena has requested the aforementioned rerouting; that there is no necessity for the continuance of the present terminal of its Oak Knoll Line since said terminal is located adjacent to its Pasadena Short Line, and that there is a need for direct interurban transportation service between Los Angeles and the proposed terminal.

Applicant proposes to operate on the same schedules as at present, over that portion of the route that is not to be changed, namely, between Los Angeles and the intersection of Colorado Street and Lake Avenue in Pasadena.

The establishment of the following fares in connection with the new service to be established between the intersection of Lake Avenue and Woodbury Road, in the City of Pasadena, and Los Angeles, are proposed by applicant.

One-way,	\$.25
Round-trip,45
46-Ride,	7.75
60-Ride,	11.25

The present fares between Los Angeles and the intersection of Lake Avenue and Colorado Street, in the City of Pasadena, will be continued and transfers will be issued between the latter point and the intersection of Colorado Street and Fair Oaks Avenue.

It is the desire of the applicant to reroute the interurban service on its Oak Knoll Line, as requested, for a trial.

period of six months, with the understanding that it will be made permanent if sufficient additional revenue is obtained to pay the additional cost of operation and to justify the new investment required, otherwise the present routing is to be resumed.

The proposed rerouting necessitates the construction of a second track on Lake Street across Colorado Street at grade.

The City of Pasadena has signified by letter that it has no objection to the granting of the application, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary, and that the authority requested should be granted, subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be and is hereby granted to Pacific Electric Railway Company to discontinue the interurban operation over that portion of its Oak Knoll Line in the City of Pasadena, which is described as follows:

Commencing at the switch points on Lake Avenue, just south of Colorado Street; thence westerly along Colorado Street to Fair Oaks Avenue; thence northerly along Fair Oaks Avenue to the car house of the Pacific Electric Railway Company on North Fair Oaks Avenue, between Holly Street and Walnut Street,

and to reroute said service over the following route:

Commencing at the switch points on Lake Avenue, just south of Colorado Street; thence northerly along Lake Avenue to Woodbury Road,

subject to the following conditions:

(1) Applicant shall operate over the route authorized herein for a trial period of six months, at the end of which time, applicant shall make written application to this Commission either to make said route permanent or to resume the present route.

(2) Applicant shall file, in duplicate, within a period 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 shown in the application, or rates and schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed ninety (90) days from the date hereof.

IT IS HEREBY FURTHER ORDERED that permission and authority be and is hereby granted to applicant to construct its second main line track at grade across Colorado Street in the City of Pasadena, County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the map (C.E.H. 11181-a) attached to the application.

Description of Crossing

Commencing at a point in the present constructed westerly track of the Pacific Electric Railway on Lake Avenue, distant southerly 90.53 feet from the center line of Colorado Street; thence northerly parallel with the center line of Lake Avenue to a point in the present constructed westerly track of said Pacific Electric Railway on Lake Avenue, distant northerly 90.53 feet from the center line of Colorado Street.

The above crossing shall be identified as a portion of Crossing No. 6EA-12.57.

Said crossing to be constructed subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by the applicant.

(2) Said crossing shall be constructed equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission, and shall be constructed of a width to conform to that portion of said street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 9th day of

July, 1928.

Leon O'Whelan

Chas. H. ...

Wm. D. ...

M. J. ...

Commissioners