

Decision No. 22435**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the
 PACIFIC ELECTRIC RAILWAY COMPANY for a
 certificate of public convenience and
 necessity to operate motor coach lines
 in the City of Glendale, State of Cali-
 fornia. } Application No. 16501

BY THE COMMISSION:

ORDER

The Pacific Electric Railway Company filed the above entitled application with this Commission on April 29th, 1930, seeking permission to make modifications in the routes of its automotive passenger stage service in the City of Glendale, as well as to extend said service to serve the so-called Atwater District (City of Los Angeles), Chevy Chase District and Glen Oaks District.

The principal proposed changes are as follows:

1. Extension of Line No.1 into territory along Brunswick Avenue and Atwater Avenue, a well settled district which at present is not adequately provided with transportation service.
2. Discontinuance of operation of Line No.1 into Rossmoyne District, which is to be cared for by the rerouting of Line No.2 into such district. This will provide the Rossmoyne territory with a service of 20-minute frequency instead of the present 30-minute frequency.
3. Discontinuance of operation of Line No.2 School Tripper Service. This will be taken care of by proposed Line No.3.
4. Discontinuance of hourly service to Lake Street District on Line No.2. This district will be served by proposed Line No.3.

5. The establishment of new line (No.3) to serve the Lake Street District on the west and the Chevy Chase and Glenoaks Districts on the east.

Applicant has requested permission to operate the Glen Oaks line between Broadway and Verdugo Road and Merrill Avenue and Glen Oaks Boulevard over the proposed Chevy Chase route until such time as the Glendale and Montrose Railway Company abandons its rail service on its East Colorado Street Line.

Applicant alleges that there is a genuine need for the proposed motor coach service which will afford the City of Glendale a much more adequate local transportation system than at present.

The Cities of Glendale and Los Angeles have approved the changes and extensions as applied for.

It appears to the Commission that the rerouting and extensions proposed are in the public interest and that a public hearing in this matter is not necessary.

Pacific Electric Railway Company is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the State, which is not in any respect limited as to the number of rights which may be given.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Pacific Electric Railway Company of an automotive passenger stage service in and between the Cities of Glendale and Los Angeles as proposed herein in lieu of service authorized by this Commission's Decisions No.20085, No.20159, No.20990 and No.21559 in Application No.14314, and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for the operation of automotive passenger stage services in and between the Cities of Glendale and Los Angeles over and along the following routes be and the same is hereby granted to Pacific Electric Railway Company in lieu of, and not in addition to, the certificates granted by this Commission's Decisions No. 20085, No. 20159, No. 20990 and No. 21559, which decisions are hereby revoked:

Motor Coach Line No. 1:

Commencing at the intersection of Fletcher Drive and Atwater Avenue; northwesterly on Atwater Avenue and Brunswick Avenue to Chevy Chase Drive; east on Chevy Chase Drive to San Fernando Road; northerly on San Fernando Road and Pacific Avenue to Broadway; east on Broadway to Verdugo Road; south on Verdugo Road to Maple Street; west on Maple Street to Adams Street; south on Adams Street to Palmer Avenue; west on Palmer Avenue to Glendale Avenue; south on Glendale Avenue to San Fernando Road; west on San Fernando Road to Forest Avenue, east on Forest Avenue to Glendale Avenue.

Motor Coach Line No. 1 - Tripper Service:

Commencing at the intersection of Brand Boulevard and Los Feliz Road; west on Los Feliz Road to San Fernando Road; thence northerly on San Fernando Road and Pacific Avenue to Broadway; West on Broadway to Concord; north on Concord to Glenwood Road.

Motor Coach Line No. 2:

Commencing at the intersection of Grand View and Kenneth Road; westerly along Kenneth Road to Alameda Avenue; northerly on Alameda Avenue to Mountain Street; east on Mountain Street to Elm Avenue; south on Elm Avenue to Tenth Street; easterly on Tenth Street to Grand View Avenue; south on Grand View Avenue to Kenneth Road; east on Kenneth Road to Pacific Avenue; south on Pacific Avenue to Glenwood Road; west on Glenwood Road to Concord Street; southerly on Concord and Kenilworth Avenue to California; east on California to Brand Boulevard; south on Brand Boulevard to Broadway; east on Broadway to Jackson Street; north on Jackson Street to Doran; east on Doran to Geneva; north on Geneva to Glenoaks; northeasterly on Glenoaks and Ethel to Don Jose Drive; westerly along Don Jose Drive and Mountain Street to Howard; south on Howard to Glenoaks; east on Glenoaks to Geneva.

Motor Coach Line No. 3:

Commencing at the intersection of Lake Street and Allen Avenue; easterly along Lake Street to Sonora Avenue; northerly on Sonora Avenue to Glendale Airport; thence easterly along road through Glendale Airport to Grand View Avenue; north on Grand View Avenue to Glenwood Road; east on Glenwood Road to Concord Street; south on Concord Street to Broadway; east on Broadway to Brand; south on Brand to Colorado Street; east on Colorado Street to Verdugo Road; thence north on Verdugo Road to Broadway, from which point service is to divide, one-half operating north on Verdugo Road and Chevy Chase Drive to Linda Vista and the other half operating east on Broadway to Wilson, thence northerly along Wilson, Vallejo, Brodrick, Holly Drive, Merrill Avenue to Glenoaks and easterly along Glenoaks Boulevard to Ashburton Place.

The rights and privileges herein granted are subject to the following conditions:

- (1) Applicant shall file in writing within ten (10) days from the date hereof, an acceptance of the in-lieu certificate granted, herein.
- (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 tariff of rates and time schedules to be 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 thirty (30) days from the date hereof.
- (3) The rights and privileges herein authorized may not be sold, leased, transferred nor assigned, nor service thereunder discontinued, unless the written consent of the Railroad Commission to such sale, lease, transfer, assignment or discontinuance 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.

IT IS HEREBY FURTHER ORDERED that Pacific Electric Railway Company operate all motor coaches on its Line No.3 between the intersection of Broadway and Verdugo Road and the intersection of Glen Oaks Boulevard and Merrill Avenue over and along Verdugo Road, Chevy Chase Drive and Glen Oaks Boulevard until

such time as the Glendale and Montrose Railway Company abandons its street railway service between Glendale and Eagle Rock or until further order herein by the Railroad Commission.

The Commission hereby reserves the right to make such further orders in this proceeding amending routes as may appear necessary and as, in its opinion, the public convenience and necessity may demand.

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

Dated at San Francisco, California, this 14th day of May, 1930.

C. S. Scavely

W. S. Lott

M. P. C.

Commissioners.