

ORIGINAL

Decision No. 23422.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of the Pacific Electric Railway Company, a corporation, for authority to operate motor coach lines in the City of Pasadena, California.

Application No. 12820.

Frank Karr, R. E. Wedekind and O. A. Smith,  
for Applicant.  
Harold P. Huls, City Attorney, and Leonard A.  
Diether, Deputy City Attorney, for City  
of Pasadena.  
Benjamin W. Hahn, for Residents on North  
Foothill Boulevard.  
E. R. Sorber, for Pasadena Chamber of Commerce.  
Jackson W. Kendall and F. G. Martin, for Pasadena Realty Board.  
C. Victor Sturdevant, Jr., for North Lake Avenue  
Improvement Association.  
Mrs. Frances E. Pratt, for Pasadena Merchants  
Association.  
Mrs. William H. Matlock, for Residents on "B" Bus  
Line and McKinley School.  
Fred B. Cruikshank, for Lake-Washington Association.  
J. A. Elms, for Residents on North Los Robles Loop.  
Mrs. Sadie A. Thomas Lambert, Residents on Mar.  
Vista Line.  
Mrs. Louise R. Hoocker, for Residents of Lamanda  
Park and Woodrow Wilson and Frances E. Willard  
School Districts.  
Mrs. A. M. Garland, for Frances E. Willard Parent  
Teachers Association.  
S. C. Joiner, for Board of Education.

SEAVEY, COMMISSIONER:

THIRD SUPPLEMENTAL OPINION

The third supplemental application of Pacific Electric Railway Company in this proceeding, as amended, requests permission to make certain changes in its motor coach operations in the City of Pasadena, in the way of eliminating certain lines and

re-routing others, and to adjust passenger fares on its local street transportation system, both railway and motor coach lines. Public hearings were conducted at Pasadena on January 28th and 29th, 1931, at which time the matter was taken under submission.

Applicant has conducted street car operations in and about the City of Pasadena for many years. The motor coach lines were inaugurated in 1923, at which time consolidation and re-arrangement of service were made effective, including the abandonment of certain street car lines and the purchase of lines of certain independent motor bus operators.

By Decision No. 17439, dated October 6th, 1926, in this proceeding, applicant was granted a certificate of public convenience and necessity for the operation of its local motor coach lines in and about the City of Pasadena, all changes since that date having been authorized by supplemental orders in that proceeding.

The fares for both the street railway and motor coach operations were readjusted by Decision No. 17440 of October 6th, 1926, in Application No. 11049, the present 7-cent cash fare and ticket rate of eight (8) for 50 cents being established by that decision. These fares were placed in effect on October 26th, 1926, superseding the former cash fare of 6 cents, with tickets at the rate of ten (10) for 50 cents. The Altadena cash fare was established at 12 cents in lieu of the former 10-cent fare.

During recent years several problems have arisen in connection with the local passenger service, in the way of effecting changes in the operation to meet the decreasing net revenue and the replacement of the bus equipment. For the purpose of inquiring into the needs of the Pasadena transportation service, a committee

was formed, composed of representatives of the city, the railway and this Commission.<sup>1</sup> The instant application, as amended, is based upon the report of this committee, together with modifications as worked out and agreed upon with interested local organizations, including the Pasadena Chamber of Commerce and the Pasadena Realty Board. There are two general phases of the application; namely, the changes in fares and the changes in motor coach routes, service and equipment. Before considering these two subjects in detail, it appears proper to briefly review the present operations in Pasadena.

The present local service consists of a combination of rail and motor coach lines operated as a unit to serve the transportation needs of the city and contiguous territory. The lines serve, largely, a residential community having a population approaching 100,000 persons. Colorado Street extends east and west through the center of the city and is the principal business street. The two principal north and south streets are Fair Oaks Avenue and Lake Avenue. Street car lines are operated on North Lake Avenue, North Fair Oaks Avenue and North Lincoln Avenue, as well as along Colorado Street from Fair Oaks Avenue easterly to Lamanda Park. In addition, interurban lines of the company between Los Angeles and Pasadena perform local service on South Fair Oaks Avenue and South Lake Avenue. Eleven motor coach lines are operated, serving the city on routes approximately one-quarter mile apart to the north of Colorado Street, with many of the lines operating more or less in duplication along Colorado Street. The coach lines, however, do not operate on

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<sup>1</sup> The committee was composed of Messrs. L.A. Diether, Deputy City Attorney, and E. D. Melcher, Assistant City Manager, representing the City of Pasadena; Mr. O. A. Smith, Passenger Traffic Manager for Pacific Electric Railway Company; Messrs. J. G. Hunter, Transportation Engineer, and E. F. McNaughton, Assistant Engineer, representing the Transportation Division of the Railroad Commission.

lines having street car service, with the exception of Colorado Street. Three of the coach lines may be termed as important, as measured by the volume of traffic; namely, the North Los Robles, North Hill Avenue and California Street Lines. Three are of moderate importance; namely, the North Orange Grove Center Street Line, North and South Marengo Line and Mar Vista Line. The El Molino Avenue and Allen Avenue routes are next in order, while the Linda Vista, Annandale and Altadena Lines are unimportant but serve territories otherwise inaccessible by public transportation.

The combined Pasadena local service carried a total of 9,533,654 fare and transfer passengers in 1930, operating a total of 2,979,441 car and motor coach miles and earning a gross revenue of \$524,248.30. In 1924, the first year after the combined rail and motor coach service was established, 12,704,548 passengers were carried, 3,058,600 car and motor coach miles were operated and a gross revenue of \$602,700. was collected.<sup>2</sup> It will be noted from these

<sup>2</sup> The various lines operated and statistics covering their operations in 1929 and 1930 are as follows (Exhibit No. 4):

	Fare Passengers		Passenger Earnings		Mile(Cents)	
	1930	1929	1930	1929	1930	1929
					Average	
					Earnings	
					per car	
					Mile(Cents)	
					1930:1929	
<b>Rail Lines:</b>						
Altadena-North Lake	1,901,679	2,064,968	\$128,924.45	\$142,282.16	21-	23-
Lincoln Avenue-Lamanda Park	2,404,974	2,670,445	151,812.50	170,462.07	24	27-
<b>Coach Lines:</b>						
VA'-No. Los Robles	674,554	727,434	41,736.54	47,076.64	15	17
VB'-No. Orange Grove-Center St.	489,153	539,727	29,681.31	34,555.47	12	14
VC'-No. & So. Marengo-Washing- ton-Glenarm	465,864	504,669	30,418.37	32,652.17	13	14
VD'-No. El Molino St.	285,342	316,589	17,645.60	19,954.06	12	14-
VE'-No. Hill Ave.	643,560	702,263	40,367.06	45,279.27	18-	19-
VF'-Mar Vista Ave.	358,017	363,106	21,544.53	22,147.46	11	14-
VG'-Allen Ave.	132,920	148,385	7,689.08	7,946.67	11-	11
VH'-California-So. Los Robles- So. Raymond	633,085	710,625	40,690.21	45,733.12	16-	17
VJ'-Linda Vista Oak Tree	39,431	41,587	2,628.54	2,762.76	8	9-
VK'-Annandale-Arroyo Drive- Adelaide Place	31,905	30,301	1,864.69	1,795.63	6-	6-
VL'-Altadena-Lincoln Ave.	32,775	9,837	2,507.17	679.89	7-	6-
Monthly Passes			6,732.25	4,560.25		
<b>TOTAL</b>	<b>8,093,759</b>	<b>8,829,976</b>	<b>\$524,248.30</b>	<b>\$575,887.62</b>	<b>18-</b>	<b>19</b>

figures that there has been a falling off of some 25 per cent in the passengers transported during these years, with practically no change in the car mileage operated and an actual decrease of over 12 per cent in the gross revenue, notwithstanding the increase in fare placed in effect in 1926.

The tremendous growth in the use of the private automobile in the last two decades is common knowledge. There is no doubt that the decline in the use of the public transportation facilities, as reflected by the record in this proceeding, has been the result of the increased use of the private automobile. The record before the Commission indicates that the adjustments in fares and service worked out by the committee and which we are here considering have been brought forward in an attempt to provide a reasonably adequate public transportation system for the City of Pasadena, as a whole, and a system which may be better equipped to render public service in the face of the increasing use of the private automobile.

FINANCIAL RESULTS OF OPERATION:

The record shows that the Pasadena system, for the twelve months ending November 30th, 1930, was operated at a loss of \$13,684.13, despite the fact that practically no allowance for depreciation of motor coach equipment was included. The results of operation show that the rail lines have been operating at a profit, while the motor coach lines have consistently failed to earn their expense of operation.<sup>3</sup>

<sup>3</sup> The financial results of operation of the system since 1924 are as follows (Exhibit No. 5):

: Year:	: Operating Revenues	: Operating Expense	: Depreciation	: Taxes	: Operating Income
1924	\$586,519.63	\$543,639.84	\$79,547.96	\$38,694.37	\$75,362.54*
1925	601,886.30	549,508.46	84,739.64	43,223.59	75,585.39*
1926	613,685.16	548,580.57	84,476.02	38,038.81	57,410.24*
1927	650,763.50	541,078.37	52,242.72	39,132.31	18,310.10
1928	615,384.23	539,184.37	41,815.32	42,130.68	7,746.14*
1929	582,366.89	524,201.24	2,118.21	42,677.74	13,369.70
1930**	535,727.30	505,575.56	2,179.10	41,656.77	13,684.13*

\* - Red figures.

\*\* - 12 months ending November 30th, 1930.

FARES:

The investment in local facilities, as of September 30th, 1930, is shown by the record in this proceeding to be \$1,299,557.28.

Applicant proposed to install a zone plan of fares as recommended by the committee. At the present time the fare consists of a 7-cent cash fare or a 6-1/4 cent ticket if purchased at the rate of 8 for 50 cents. Either of these fares is good over the entire local system, except in the Altadena District and on a few minor lines extending into outlying territory. Under the zone plan, it is proposed that a central zone be established, embracing Colorado Street, from Orange Grove Avenue on the west to Hill Avenue on the east, and extending to Orange Grove Avenue on the north and California Street on the south. Within this zone the fare would be reduced to 5 cents. Under the proposed plan, the remaining territory beyond the first zone and extending, roughly, to the present 7-cent cash fare limits will be considered as Zone No. 2 and a fare of 5 cents will be charged for rides within this zone. Passengers desiring to ride between Zone 1 and Zone 2 or between points in Zone 2, necessitating a trip through Zone 1, will be charged 10 cents or may use the 6-1/4 cent ticket (8 for 50¢) as at present. The fare to Altadena and other outlying points which will be embraced in Zone 3 will be 10 cents from either Zone 1 or Zone 2 and 5 cents for local rides within the third zone. This fare will supersede the present 12-cent cash fare and present 7-cent 30-ride commutation ticket. A fare of 5 cents will replace the present 7-cent local fare.

The record shows that the proposed fares, if applied to the traffic now using the local service, will result in a reduction in fare, to 29 per cent of the riders, of from 7 cents cash or 6-1/4 cent ticket to 5 cents, that about 10 per cent will pay an increased

fare from 7 cents or 6-1/4 cent ticket to 10 cents cash and that to the remaining 6-1/4 cent ticket users there will be no change. It is estimated that there will be a reduction in revenue of 3.9 per cent from the installation of the zone plan of fares, assuming that there is no change in the riding habit of the patrons of the system. The testimony indicates, however, that an actual increase in revenue will probably result because of the increase in the use of the facilities by the public as a result of the reduction in fares proposed. Practically no objections developed to the proposed zone fare system.

Applicant proposes to publish school fares of \$2.00 for a 40-ride ticket good between zones and \$1.00 for a 40-ride ticket good within each zone. These changes will result in increases in some cases and decreases in others from the present rate of \$1.40. The plan also proposes a reduction from the present Altadena school fare of \$2.80 to \$2.00 for the 40-ride ticket. School fares should be assessed by the applicant in accordance with the authority granted by paragraph 3, subdivision (a) of Section 17 of the Public Utilities Act.

MOTOR COACH SERVICE:

As previously stated, the present motor coach service in Pasadena is operated on routes at approximately one-quarter mile intervals. The record shows that the operation of this service, during recent years, has been conducted at a substantial loss. In order to provide a plan which will place these operations on a more substantial basis, the committee has recommended the elimination of what appears to be a duplication or excess of service, together with the building up of a first-class motor coach service on the

important one-half mile lines such as Los Robles Avenue, Hill Avenue and California Street. As finally worked out, this plan will also provide for lines operating on Mar Vista Avenue and on Marengo Avenue but eliminates service on El Molino Avenue and Delmar Street. A loop service on the northerly end of the Los Robles Avenue Line, alternately serving the El Molino District and Marengo District, has been provided, with the understanding that such service shall be tried out and continued in operation, unless actual trial develops that an additional coach is required, in which case a smaller loop may be authorized by supplemental order. Coincident with the changes, it is proposed to purchase new modern motor coaches for the main routes to be established under the plan; namely, the Los Robles, Hill Avenue and California Street Lines. New equipment will also be placed on the Orange Grove Avenue Line and on South Glenarm Street.

Protests were heard from all districts where any curtailment in service was proposed. Under the application, as amended at the hearing, an improved service will be rendered to 37 per cent of the patrons of the local lines, both rail and motor coach, while approximately 10 per cent of the patrons will face a curtailment in service. The record shows that Pasadena, at the present time, is over-served with lines of transportation, as compared with other cities of similar size, and that the proposed curtailments will, in no case, place an undue hardship upon any of the districts where it is proposed to remove motor coach service. The proposed service will compare favorably with public transportation service rendered in other cities of similar character.

An alternate routing was presented at the hearing for the California Street line from Los Robles Avenue and Del Mar Street, via Del Mar Street and El Molino Avenue to California Street; thence easterly on the present route. While the plan removes certain ser-

vice from the vicinity of the intersection of Los Robles Avenue and California Street, this district has, in addition, the South Marengo Avenue line service. The alternate plan has been reviewed by the committee representing the interested parties and appears to have considerable merit; however, the plan was not presented until the last day of the hearing and protests have since been filed with the Commission by residents in the vicinity of the intersection of Los Robles Avenue and California Street. It appears appropriate, under the circumstances, to provide for the route as originally applied for via Los Robles Avenue and California Street and, also, to provide for a route via Del Mar Street and Center Street, with the understanding that the applicant will operate via Los Robles Avenue and California Street or, at the request or with the approval of the city, operate via Del Mar Street and Center Street, or may operate a divided service via both routes throughout the country, and particularly in operating a motor coach service, such as in the City of Pasadena, there are, from time to time, minor changes in the routes which become desirable or necessary due to changed local conditions. The Commission considers that such minor re-routings are matters which may properly be disposed of by agreement between the municipality and the carrier and desires to point out at this time that it will look with favor upon supplemental applications in this proceeding for such minor changes in the routes as may be agreed upon between the parties.

Requests were filed for an extension of motor coach service in the easterly limits of the Pasadena District, especially along Foothill Boulevard. It was understood that this matter would be reviewed by a committee representing the interested parties and the matter carried to a conclusion on its merits, independent of the instant application, in the public interest and

- (2) That the company is now providing an excess of motor coach service in the city and that with the continuing decrease in travel it is not in the interest of the city, as a whole, or the utility to continue the excessive service as now operated.
- (3) That the plan of service applied for, with the modifications offered by applicant at the hearing and recommended by the representatives of the municipal government, the Pasadena Chamber of Commerce and the Pasadena Realty Board, seems best adapted to meet the transportation needs of the community.
- (4) That the alternate plan of continuing service on El Molino Avenue and other districts, contingent upon an increase in the ticket rate for the city to 7-1/7 cents, which is not favored by the municipal authorities, Chamber of Commerce or Realty Board, nor by the utility, is not in the interest of the people of the city, in that it will result in an increased burden to 90 per cent of the riders to provide some additional convenience for the remaining 10 per cent.
- (5) That the installation of new motor coach equipment on the important lines and the improvement in service and headway on such lines will result in materially improved service to the public for the majority of the users of the motor coach service.

Pacific Electric Railway Company, a corporation, 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 to the number of rights which may be given.

I recommend that the Commission adopt the following form of order.

THIRD SUPPLEMENTAL  
ORDER

An application having been filed by Pacific Electric Railway Company for permission to adjust its fares and motor coach routes

CORRECTION

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY

vice from the vicinity of the intersection of Los Robles Avenue and California Street, this district has, in addition, the South Marengo Avenue line service. The alternate plan has been reviewed by the committee representing the interested parties and appears to have considerable merit; however, the plan was not presented until the last day of the hearing and protests have since been filed with the Commission by residents in the vicinity of the intersection of Los Robles Avenue and California Street. It appears appropriate, under the circumstances, to provide for the route as originally applied for via Los Robles Avenue and California Street and, also, to provide for a route via Del Mar Street and Center Street, with the understanding that the applicant will operate via Los Robles Avenue and California Street or, at the request or with the approval of the city, operate via Del Mar Street and Center Street, or may operate a divided service via both routes.

In operating a motor coach service, such as in the City of Pasadena, there are, from time to time, minor changes in the routes which become desirable or necessary due to changed local conditions. The Commission considers that such minor re-routings are matters which may properly be disposed of by agreement between the municipality and the carrier and desires to point out at this time that it will look with favor upon supplemental applications in this proceeding for such minor changes in the routes as may be agreed upon between the parties.

Requests were filed for an extension of motor coach service in the easterly limits of the Pasadena District, especially along Foothill Boulevard. It was understood that this matter would be reviewed by a committee representing the interested parties and the matter carried to a conclusion on its merits, independent of the instant application.

ALTERNATE PLAN OF SERVICE AND FARES:

The applicant presented an alternate plan for consideration by the community and the Commission, under which it would continue to operate a service on El Molino Street, both north and south of Colorado Street, and also in the Mar Vista District north of Washington Street, providing the ticket rate in the city is changed from eight (8) tickets for 50 cents to seven (7) tickets for 50 cents. The applicant, however, did not recommend that this plan be adopted. Representatives of the city, Chamber of Commerce and Realty Board, likewise, were opposed to its adoption and urged that the first plan should be adopted as being in the best interest of the entire city.

CONCLUSIONS:

The record in this proceeding shows that the public transportation system in the City of Pasadena, in common with the transportation systems practically throughout the country, and particularly in California, is suffering from the effects of the increasing use of the private automobile. The problem we face in Pasadena is to provide a public transportation service which can be made reasonably available to the residents of the city and a plan which will be in the best interests of the city, as a whole, and, at the same time, permit the utility rendering such service to obtain, as nearly as possible, a fair return upon its investment over and above operating expenses. Under present conditions, it is doubtful if, under the proposed plan, the carrier can earn a fair return on its used and useful property devoted to the service. Based upon these general conclusions, I have carefully reviewed the record in this proceeding and have reached the following specific recommendations concerning the application before the Commission:

- (1) That the zone plan of fares, as proposed in the application, is in the public interest and should be adopted.

- (2) That the company is now providing an excess of motor coach service in the city and that with the continuing decrease in travel it is not in the interest of the city, as a whole, or the utility to continue the excessive service as now operated.
- (3) That the plan of service applied for, with the modifications offered by applicant at the hearing and recommended by the representatives of the municipal government, the Pasadena Chamber of Commerce and the Pasadena Realty Board, seems best adapted to meet the transportation needs of the community.
- (4) That the alternate plan of continuing service on El Molino Avenue and other districts, contingent upon an increase in the ticket rate for the city to 7-1/7 cents, which is not favored by the municipal authorities, Chamber of Commerce or Realty Board, nor by the utility, is not in the interest of the people of the city, in that it will result in an increased burden to 90 per cent of the riders to provide some additional convenience for the remaining 10 per cent.
- (5) That the installation of new motor coach equipment on the important lines and the improvement in service and headway on such lines will result in materially improved service to the public for the majority of the users of the motor coach service.

Pacific Electric Railway Company, a corporation, 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 to the number of rights which may be given.

I recommend that the Commission adopt the following form of order.

T H I R D S U P P L E M E N T A L  
O R D E R

An application having been filed by Pacific Electric Railway Company for permission to adjust its fares and motor coach routes

and service in and about the City of Pasadena, public hearings having been held, the matter having been duly submitted and the Commission being now fully advised,

The Railroad Commission of the State of California Hereby Declares that public convenience and necessity require the operation, by Pacific Electric Railway Company, a corporation, of an automotive service for the transportation of passengers in and about the City of Pasadena, Los Angeles County, California, over the following described routes:

Line No. 1 - North Los Robles Avenue Line:

Commencing at Raymond Avenue and Colorado Street, south on Raymond Avenue to Green Street, west on Green Street to Fair Oaks Avenue, north on Fair Oaks Avenue to Colorado Street, east on Colorado Street to Los Robles Avenue, north on Los Robles Avenue to Woodbury Road, east on Woodbury Road to Madison Avenue, south on Madison Avenue to Atchison Street, west on Atchison Street to Garfield Avenue, north on Garfield Avenue to Montana Street, and east on Montana Street to Los Robles Avenue.

Line No. 2 - South Marengo-Orange Grove:

Commencing at Craig Avenue and Orange Grove Avenue, west and southwest on Orange Grove Avenue to Colorado Street, east on Colorado 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 Pasadena Avenue, south on Pasadena Avenue to State Street, west on State Street to Orange Grove Avenue, south on Orange Grove Avenue to Columbia Street, east on Columbia Street to Pasadena Avenue, north on Pasadena Avenue to State Street.

Line No. 3 - North Hill Avenue:

Commencing at Raymond Avenue and Colorado Street, south on Raymond Avenue to Green Street, west on Green Street to Fair Oaks Avenue, north on Fair Oaks Avenue to Colorado Street, east on Colorado Street to Hill Avenue, north on Hill Avenue to Topeka Street.

Line No. 4 - California Street-South Los Robles-Allen Avenue:

Commencing at New York Avenue and Allen Avenue, south on Allen Avenue to Oakdale Street, west on Oakdale Street to Hill Avenue, south on Hill Avenue to San Pasqual Street, west on San Pasqual Street to Wilson Avenue,

south on Wilson Avenue to California Street, 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 Grand Avenue, south on 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 Grand Avenue; also from the corner of California Street and Fair Oaks Avenue, north on Fair Oaks Avenue to Colorado Street, east on Colorado Street to Raymond Avenue; also from Los Robles Avenue and Del Mar Street easterly along Del Mar Street to El Molino Avenue and southerly along El Molino Avenue to California Street.

Part of service to commence at intersection of Roosevelt Avenue and Washington Street, west on Washington Street to Allen Avenue, thence south on Allen Avenue and over route as above.

Line No. 5 - North Marengo-Mar Vista Line:

Commencing at Washington Street and Roosevelt Avenue, west on Washington Street to Marengo Avenue, south on Marengo Avenue to Colorado Street, east on Colorado Street to Mar Vista Avenue, north on Mar Vista Avenue to Rio Grande Street, east on Rio Grande Street to Michigan Avenue, south on Michigan Avenue to Washington Street, west on Washington Street to Mar Vista Avenue; also from Holly Street and Marengo Avenue, east on Holly Street to Garfield Avenue, south on Garfield Avenue to Colorado Street.

Line No. 6 - Brookside Park-Golf Course:

Commencing at intersection of Fair Oaks Avenue and Colorado Street, south on Fair Oaks Avenue to Green Street, east on Green Street to Raymond Avenue, north on Raymond Avenue to Colorado Street, west on Colorado Street to Grand Avenue; thence northerly on Grand Avenue, Holly Street, and unnamed driveway to Brookside Park; thence via such driveway through Brookside Park to Lester Avenue; thence via Lester Avenue to Pasadena Municipal Links Club House.

In the operation over Route No. 4 applicant shall operate over Los Robles Avenue and California Street, provided, however, that if requested to by or with the approval of the City of Pasadena, applicant may, in lieu of such service, operate over Del Mar Street and El Molino Avenue, as described, or may alternate service over both routes, the Commission to be advised, in writing, of said choice of routes.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such a service is hereby granted to Pacific Electric Railway Company, said certificate to be in lieu of certificates granted by Decisions No. 19594 and No. 21924, which certificates

are hereby revoked and annulled, and subject to the following conditions:

- (1) Applicant shall, within a period not to exceed twenty (20) days from the date of the order herein, file an acceptance of the certificate herein granted, which acceptance shall contain a declaration that the rights and certificate herein granted are accepted as rights and a certificate in lieu of and not in addition to rights and certificates heretofore granted to applicant by Decisions No. 19594 and No. 21924.
- (2) Applicant shall file, in duplicate, within a period of not to exceed thirty (30) days from the date hereof, time schedules, which shall be identical with the time schedules attached to the application, or time schedules satisfactory to the Railroad Commission and shall commence operation of said service within a period of not to exceed forty-five (45) 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 leased under a contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that applicant, Pacific Electric Railway Company, is hereby authorized to establish, on or before forty-five (45) days from the date hereof, upon not less than five (5) days' notice to the Commission and the public, fares for the transportation of passengers from, to and between Zones 1, 2 and 3, as follows:

: One-way : : Fare :	Line	: Defined Limit of Zones :
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No. 1 (Inner) Zone

5¢	Pasadena Short Line Pasadena Oak Knoll Lamanda Park Lincoln Avenue North Fair Oaks Avenue North Marengo Avenue North Lake Avenue Flintridge Brookside Park-Golf Course	California Street California Street Hill Avenue Orange Grove Avenue Orange Grove Avenue Orange Grove Avenue Orange Grove Avenue Orange Grove Avenue Orange Grove Avenue & Colorado St. California Street Orange Grove Avenue (Lake Ave. & Orange Grove (Los Robles Ave. & California Colorado St. & Hill Ave. (Lake Ave. & California St. (California St. & Fair Oaks Ave. Mar Vista Ave. & Walnut St.
	Pasadena-Alhambra S.P.Sta. North Los Robles Ave. So. Marengo-Orange Grove North Hill Avenue California St.-So. Los Robles-Allen Avenue Mar Vista Avenue	

No. 2 Zone

5¢	Pasadena Short Line California St.-So. Los Robles-Allen Ave. South Marengo-Orange Grove  Pasadena-Alhambra S.P.Sta.	Mission St.-California St.  Arroyo Dr.-Fair Oaks Ave. Orange Grove Ave. & Colum- bia St.-Marengo Ave. & California St. Mission St.-California St.
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5¢	Pasadena-Oak Knoll California St.-So. Los Robles-Allen Ave. Lamanda Park North Hill Avenue  South Marengo Ave.-Orange Grove North Lake Avenue Mar Vista Ave.	Huntington Hotel-California St. Washington St. & Allen Avenue- Lake Avenue. Daisy St.-Hill Avenue Topeka St.-Hill Avenue & Colorado St.  Craig Ave.-Lake Avenue Woodbury Rd.-Orange Grove Washington St.-Mar Vista & Colorado
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5¢	North Fair Oaks North Los Robles Lincoln Avenue Washington St. Flintridge Brookside Park-Golf Course	Montana St.-Orange Grove Montana St.-Orange Grove Montana St.-Orange Grove Allen Ave.-Orange Grove Oak Tree-Orange Grove Golf Clubhouse-Orange Grove & Colorado St.
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One-way: Fare :	Line	Defined Limit of Zones
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No. 3 Zone

5¢	Lincoln Ave.-Woodbury Rd. North Fair Oaks  North Lake Ave.	Montana St.-Woodbury Rd. Montana St.-Mariposa Ave. & Lake St. Woodbury Rd.-Allen Ave.
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5¢	California St.-So. Los Robles-Allen Ave.  Washington St.	Washington St. & Allen Ave.- New York Ave.-Roosevelt Ave.  Allen Ave.-Roosevelt Ave.
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10¢  
8 tickets  
for 50¢      Between points in No. 1 (Inner) and No. 2 Zones

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10¢      From points in No. 1 (Inner) Zone;  
          Through No. 1 (Inner) and No. 2 Zones to points  
          in No. 3 Zone

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10¢  
8 tickets  
for 50¢      From Points in No. 2 Zone;  
          Through No. 2 and No. 1 (Inner) Zones to points  
          in No. 2 Zone.

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The rates and routes herein authorized are to be considered as experimental for the period of one year and subject to change by supplemental order in this proceeding, which will remain open for

such purpose.

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

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 24<sup>th</sup> day of February, 1931.

C. S. Seaver  
Leon O'Connell  
M. H. Cunn  
M. B. Harris  
Fred G. Stewart

Commissioners.