

Decision No. 34266.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

EAGLE ROCK (LOS ANGELES) CHAMBER OF  
COMMERCE, EAGLE ROCK (LOS ANGELES)  
TAXPAYERS PROTECTIVE LEAGUE, WEST  
EAGLE ROCK (L.A.) IMPROVEMENT  
ASSOCIATION,

Complainants,

vs.

LOS ANGELES RAILWAY CORPORATION,

Defendant.

ORIGINAL

Case No. 3039.

Gibson, Dunn & Crutcher, by Woodward M. Taylor  
and E. G. Weeks, for Los Angeles Railway  
Corporation.

A. E. Nelson, for Eagle Rock Taxpayers Pro-  
tective League.

Chas. A. Butler, for Eagle Rock Chamber of  
Commerce.

R. E. Rose, for West Eagle Rock Improvement  
Association.

Joseph H. Lester, for Fourteenth District  
Federated Association and York Valley Tax-  
payers Association, Interested Parties.

D. L. Campbell, for Pasadena-Ocean Park Stage  
Line, Interested Party.

E. J. Forman, in propria persona.

BY THE COMMISSION:

O P I N I O N

The above entitled case was filed with this Commission  
by the Eagle Rock Chamber of Commerce, Eagle Rock Taxpayers Pro-  
tective League and West Eagle Rock Improvement Association, requesting

that the Los Angeles Railway Corporation be required to furnish a through transportation service between the westerly section of the Eagle Rock district (Los Angeles) and the downtown section of the city.

Public hearings on this case were conducted before Examiner Satterwhite at Los Angeles and the matter was duly submitted and is now ready for decision.

Eagle Rock is a section of the City of Los Angeles lying immediately adjacent to and east of the City of Glendale. At the present time, the Los Angeles Railway Corporation maintains and operates a street railway line along Eagle Rock Boulevard and Colorado Boulevard in the easterly portion of the so-called Eagle Rock district, which line also operates to the downtown section of Los Angeles. Defendant also operates a motor coach line, known as the Yosemite Drive line, from the intersection of Colorado Boulevard and Eagle Rock Boulevard south on Eagle Rock Boulevard to Yosemite Drive, thence east on Yosemite Drive to Annandale Boulevard.

Complainants desire a through transportation service to be established from the westerly portion of the Eagle Rock district to the downtown section of Los Angeles; however, no specific route was requested. Complainants contend that, due to the lack of a through transportation service between the westerly portion of the Eagle Rock district and downtown Los Angeles, many citizens and taxpayers are seriously inconvenienced and home properties are greatly damaged.

Defendant advised of its willingness, provided the Commission so suggested and the residents of westerly Eagle Rock so desired, to discontinue that portion of its present Yosemite Drive motor coach line east of Townsend Avenue and to extend same, for a trial period of sixty days, westerly along Colorado Boulevard and

Broadway to Eagle Dale Avenue, which is approximately the easterly city limits of Glendale, a distance of 1.1 miles. This re-routing of the Yosemite Drive bus line will not involve any change in the present local fare structure of 7-cents cash, 6 $\frac{1}{4}$ -cent token, 3 $\frac{1}{2}$ -cent school fare and 10-cent through fare to downtown Los Angeles. The extension of this line would provide direct transportation from the westerly portion of Eagle Rock to the High School located at Yosemite Drive and Algoma Avenue.

Complainants signified their unwillingness to accept such a bus service and insisted upon a through service to the downtown section of Los Angeles. From the record, it would appear that complainants' objection to a connecting motor coach service principally was directed to the transfer required at the intersection of Eagle Rock Boulevard and Colorado Boulevard, the wait incident thereto and the alleged crowded condition of the street cars. Certain of complainants' witnesses, however, testified that such a connecting motor coach service would be satisfactory, particularly if a through service, as requested, could not be provided.

The Pasadena-Ocean Park Stage Line operates motor coach service (thirty-two round trips daily) through the Eagle Rock district along Colorado Boulevard and Broadway, providing a five-cent local fare from the easterly city limits of Glendale to the intersection of Colorado Boulevard and Eagle Rock Boulevard. A representative of the Pasadena-Ocean Park Stage Line testified that his company had no objection to the establishment of a bus line by defendant along Colorado Boulevard, from the easterly city limits of Glendale to Eagle Rock Boulevard, for the transportation of passengers destined to or from downtown Los Angeles, but would protest any local service along that line.

It is apparent that through service is more desirable than one involving a transfer but where a through service requires a duplication of an existing service for the major portion of the route, a distance of approximately 8.5 miles in this particular case, there must be shown sufficient public convenience and necessity to justify the substantially increased expense in the operation of such through service.

From a careful analysis of the testimony of the witnesses appearing on behalf of complainants, it is concluded that insufficient showing of public convenience and necessity has been made whereby the Commission reasonably could issue an order requiring defendant to establish a through motor coach or rail service between the westerly portion of the Eagle Rock district and downtown Los Angeles.

It would appear that, under prevailing conditions, a reasonable service could be rendered by defendant, between the westerly portion of the Eagle Rock district and downtown Los Angeles, through the operation of the existing rail line and the establishment of the proposed connecting shuttle bus line, which will involve a transfer at Eagle Rock Boulevard and Colorado Street. The schedule of such bus service should be so arranged as to make practically a positive meet with defendant's rail cars at the transfer point, which would eliminate one of the principal objections presented to this plan. Inasmuch as defendant has signified its willingness to render such bus service, thus eliminating any question as to the jurisdiction of the Commission to order the same, and inasmuch as it is demonstrated in the record that such service will reasonably meet the public convenience and necessity of the residents in the district in question, our Order herein will direct the company immediately to take such steps as may be necessary in order to effect the re-routing of

the Yosemite Drive line, as indicated above, for a reasonable trial period.

O R D E R

Public hearings having been held on the above entitled case, the Commission being fully advised and the matter being now ready for decision,

IT IS HEREBY ORDERED that the Los Angeles Railway Corporation is hereby directed immediately to take such steps as may be necessary to change the operation of its Yosemite Drive bus line, by discontinuing operation east of Townsend Avenue and establishing service from Eagle Rock Boulevard westerly along Colorado Boulevard and Broadway to Eagle Dale Avenue, as set forth above. As soon as the company has secured the necessary authority to establish service along this line, it shall forthwith commence the operation. If, after a reasonable trial period, it can be shown that the revenues derived from this operation do not reasonably justify its continuance, the Commission will entertain an application from the company to re-route or discontinue the service.

IT IS HEREBY FURTHER ORDERED that the request of complainants herein for through service between the westerly section of the Eagle Rock district and the downtown section of Los Angeles, is hereby denied.

The effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 30<sup>th</sup> day of November, 1931.

O. C. Sawyer  
Leon Overholser  
W. J. Carr  
M. B. Keay  
Fred G. Stewart  
Commissioners.