

Decision No. 25856

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, for an in lieu certifi-) APPLICATION NO. 17984
cate of public convenience and)
necessity.)

BY THE COMMISSION.

ORIGINAL

NINTH SUPPLEMENTAL OPINION AND ORDER

The Pacific Electric Railway Company filed its ninth supplemental application in the above entitled proceeding requesting authority to abandon motor coach service on its so-called City Park Line in the City of Alhambra, County of Los Angeles, and to amend the route of its South Pasadena-Alhambra-Monterey Park Motor Coach Line.

This Commission, by its Decision No. 24854, dated June 13, 1932, on Application No. 17984, authorized applicant to operate motor coach service over and along the following routes:

Line No. 2 - City Park Line - Alhambra:

From Garfield and Main, west on Main Street, north on Curtis Avenue, west on Alhambra Road, south on Palm Avenue to Vine Street; returning, reverse of above route.

South Pasadena-Alhambra-Monterey Park Motor Coach Line:

Commencing at Mission and Fair Oaks, north on Fair Oaks to Hope, east on Hope to Brent, south on Brent to Mission, east on Mission to Milan, south on Milan to Huntington Drive, east on Huntington Drive to Garfield, south on Garfield to Garvey Road; from Garvey and Garfield, west on Garvey to Baltimore, north on Baltimore to Avondale, east on Avondale to Garfield, and north on Garfield over the same route to Mission and Brent Street, thence west on Mission and Fair Oaks.

Applicant proposes to discontinue all motor coach service on its City Park Line, in the City of Alhambra, and to change the

route of its South Pasadena-Alhambra-Monterey Park Line to serve a portion of the territory now served by the City Park Line.

Subsequent to the filing of the instant application, conferences were arranged by the Commission's Engineering Department with representatives of the various cities and, as a result thereof, the proposed route of the South Pasadena-Alhambra-Monterey Park Motor Coach Line was amended by the filing of an amended supplemental application on April 18, 1933, which route is as follows:

Commencing at Mission Street and Fair Oaks Avenue, east on Mission Street, south on Garfield Avenue, west on Huntington Drive, south on Fletcher Avenue, east on Alhambra Road, south on Garfield Avenue to Garvey Road.

Applicant also proposes hereafter to designate said line as the Garfield Avenue Motor Coach Line.

Applicant does not propose any change in schedule or fares on the Garfield Avenue Line. However, applicant does propose to cancel the fares applying on the City Park Line, which line is proposed to be abandoned.

Applicant alleges that the patronage on its City Park Line is comparatively light; that revenues on said line amount to only approximately forty per cent of operating expenses; that a traffic check taken November 12-14, 1932, indicates that approximately one-half of the patrons of the City Park Line would be served by the proposed rerouting of the South Pasadena-Alhambra-Monterey Park Line, and that the abandonment of service on said City Park Line would effect a net annual saving of approximately \$1,800.00.

Applicant further alleges that the rerouting of the South Pasadena-Alhambra-Monterey Park Line, in addition to serving a portion of the territory at present served by the City Park Line, will serve thickly settled districts along Fletcher Avenue between Huntington Drive and Alhambra Road, and along Alhambra Road between Curtis avenue and Garfield Avenue, which are not now served by any common carrier; that the average out-of-pocket loss for the operation of

the South Pasadena-Alhambra-Monterey Park Line, including Alhambra Local Motor Coach Lines, is approximately \$441.00 per month, and that it is anticipated that the saving to be effected by the abandonment of service on the City Park Line, together with the expected improvement in revenues due to the proposed rerouting, will eliminate a large part of the out-of-pocket loss attaching to these operations.

The Cities of South Pasadena, Alhambra and Monterey Park have signified that they have no objection to the granting of this application.

It appearing that a public hearing is not necessary herein and that the application is reasonable and should be granted, subject to certain conditions, therefore

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity require that the route of applicant's South Pasadena-Alhambra-Monterey Park Motor Coach Line, as authorized by this Commission's Decision No. 24854, dated June 13, 1932, on Application No. 17984, be changed so as to provide for operation of said line over and along the following route:

Commencing at Mission Street and Fair Oaks Avenue, east on Mission Street, south on Garfield Avenue, west on Huntington Drive, south on Fletcher Avenue, east on Alhambra Road, south on Garfield Avenue to Garvey Road.

IT IS HEREBY ORDERED that the Pacific Electric Railway Company be, and it is, hereby authorized to amend the route of its South Pasadena-Alhambra-Monterey Park Motor Coach Line as granted by this Commission's Decision No. 24854, in accordance with the route as set forth above, subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of the change in route of said motor coach line, by posting notices in all busses operating on said line.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after said rerouting has become effective.

- (3) Applicant is authorized to turn its motor vehicles at termini in the intersection of streets or by operating around a block contiguous to such intersection, in either direction, and to carry passengers thereon and thereover.
- (4) Said rerouting shall be made effective coincident with the abandonment of service on the City Park Line, as herein authorized.

IT IS HEREBY FURTHER ORDERED that Pacific Electric Railway Company be, and it is, hereby authorized to discontinue service on its so-called City Park Line, in the City of Alhambra, as authorized by Decision No. 24854, dated June 13, 1932, on Application No. 17984, and to cancel, in conformity with the rules of the Commission, all rate tariffs and time schedules pertaining thereto, subject to the following conditions:

- (1) Applicant shall afford the public at least ten ~~(10)~~ days' notice of the discontinuance of said service, by the posting of notices in all busses operating on said line.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after said discontinuance of service has become effective.
- (3) If said service has not been discontinued within one (1) 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.

The Commission reserves the right to issue such other and further orders in this matter, as to it may appear just and proper, or as may be required by public convenience and necessity.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 24th day of

April, 1933.

C. C. Leary
Leon Swickard
W. H. Linn
W. B. Linn
W. J. Linn
Commissioners.