

Decision No. .

ORIGINAL

Decision No. 1703

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the stoppage of through cars of Pacific Electric Railway Company at La Senda, Los Angeles County, California.	}	Case No. 587.
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Ross T. Hickcox and T. C. Gould for Alhambra
 Chamber of Commerce.
 Charles C. Montgomery and F. R. D. Moote for
 City of Sierra Madre
 C. L. Pike for South Santa Anita Improvement
 Association
 Frank Karr for Pacific Electric Railway Company

THELEN, Commissioner.

O P I N I O N

This is a proceeding on the Commission's own initiative into the question whether the through cars of Pacific Electric Railway Company shall be required to stop at La Senda in South Pasadena. The hearing was instituted in response to largely signed petitions from residents of South Pasadena, Alhambra and San Marino, asking that this Commission direct Pacific Electric Railway Company to stop all its through cars on signal at La Senda station, located in the city of South Pasadena, at or near the intersection of Huntington Drive, Garfield Avenue and Wilson Avenue.

The hearing in this matter was held in the city of South Pasadena June 9, 1914. Alhambra Chamber of Commerce and residents in the vicinity of La Senda station appeared in support of the request contained in the petitions and the city of Sierra Madre, the South Santa Anita Improvement Association and Pacific Electric Railway Company appeared in opposition thereto.

Pacific Electric Railway Company has four tracks at

La Senda station. The outer two tracks are used by what are known as the El Molino cars, which do a local business between Los Angeles and El Molino, and the two inner tracks are used by the Oak Knoll cars, the Monrovia-Glendora cars and the Sierra Madre cars. At the present time the El Molino cars and the Oak Knoll cars stop at La Senda, but the Monrovia-Glendora cars and the Sierra Madre cars, running to and from communities located beyond La Senda, do not stop at this point. The El Molino cars and the Oak Knoll cars give a fifteen-minute service during the heavy morning and evening hours, reducing to a thirty-minute service on the Oak Knoll line and a twenty-
✓ minute service on the El Molino line during other portions of the day. The Pacific Electric Railway Company's time table shows forty-one trains each way daily on the Oak Knoll line, and fifty-six trains daily each way on the El Molino line.

While petitioners at first desired that all so-called through trains coming to and from Monrovia, Glendora and Sierra Madre should stop at La Senda, it developed at the hearing that their real complaint was the necessity of standing, even on the Oak Knoll cars, during the early morning and evening hours.

I find that it would not be reasonable to direct Pacific Electric Railway Company to stop its Monrovia-Glendora and its Sierra Madre cars, these being through cars, and there being difficulty, even at present, to maintain their schedule to the more distant points located east of La Senda station.

The brief filed on behalf of Alhambra Chamber of Commerce concedes this point. It is suggested in this brief, in accordance with the testimony at the hearing, that the greater portion of the objection of petitioners would be obviated if this Commission should direct Pacific Electric Railway Company to operate two-car trains instead of one-car trains over the Oak Knoll line during ~~xxxx~~ the morning and evening hours during which the traffic is most heavy. It is pointed out in the brief

that this solution would remove a large part of the complaints made by Sierra Madre and other cities east of La Senda, for the reason that two-car trains operating on the Oak Knoll line would, to some extent, take from the Sierra Madre and the Monrovia-Glendonora cars a considerable portion of the pressure of the traffic to and from Fletcher Avenue station, located west from La Senda.

Subsequent to the hearing in this matter, Pacific Electric Railway Company has placed an additional car on Oak Knoll trains Nos. 355 and 357, leaving Los Angeles at 5:00 p. m. and 5:20 p. m., respectively.

Because of the varying traffic conditions in different seasons of the year, it is manifestly not advisable to lay down any iron clad rules as to the particular Oak Knoll trains which should be provided with an additional car. I am of the opinion that it will be sufficient to direct Pacific Electric Railway Company to furnish adequate accommodations to take care of the La Senda traffic with a view to giving passengers, so far as can reasonably be done, a seat, and to put on such additional cars on its Oak Knoll trains as may from time to time prove necessary.

The check of passengers supplied by Pacific Electric Railway Company for Oak Knoll and El Molino cars, inbound and outbound, on May 25th, May 26th, May 27th, May 28th, May 29th and May 30th, would seem to indicate that Oak Knoll trains, outbound from Los Angeles to Pasadena, and being numbered 355, 357, 359 and 363, and inbound Oak Knoll trains numbered 306, 308, 310, 312 and 314, are at times very crowded. While not directing Pacific Electric Railway Company with reference to the particular trains on which cars shall be added, I desire to draw their attention to this congested condition. The order in this case will provide that Pacific Electric Railway Company shall place additional cars on its Oak Knoll trains to the extent necessary to take care

of the La Senda traffic and to give reasonable seating accommodations. A rigid order specifying particular trains and leaving out others would lead to endless complications as the seasons of the year and the traffic change.

I submit herewith the following form of order:

O R D E R

The Railroad Commission having on its own initiative instituted an investigation to determine whether the through cars of Pacific Electric Railway Company should be required to stop at La Senda station in South Pasadena; and a public hearing having been held in said matter and the Railroad Commission being fully advised in the premises;

IT IS HEREBY ORDERED that Pacific Electric Railway Company be and the same is hereby directed to add cars as they may be necessary, to its Oak Knoll trains, particularly in the morning and evening hours, so as to supply reasonable seating accommodations for the La Senda traffic. The attention of the company is directed to the advisability of retaining the additional cars which have been placed on Oak Knoll trains Nos. 355 and 357, and the company is directed to investigate the feasibility of placing additional cars on the other trains referred to in the opinion herein and to add such cars wherever found necessary.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission.

Dated at San Francisco, California, this 1st
August
day of ~~July~~, 1914.

John W. Eckelman

Alfred Gordon

Max Shelton