

Decision No. 26612

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

THIRTEENTH SUPPLEMENTAL ORDER

The Pacific Electric Railway Company filed its thirteenth supplemental application in the above entitled proceeding, requesting authority to make certain changes in its local motor coach system in the City of Glendale.

The City Council of the City of Glendale, by resolution dated January 7, 1933, petitioned this Commission to make a transportation survey in the City of Glendale, considering both local and inter-city service, principally for the purpose of formulating a plan whereby all developed portions of the City would be furnished reasonable and adequate service. Pursuant to this petition, the Commission instructed its Engineering Department, and more particularly its Transportation Division, to make such a survey and, in compliance with these instructions, the Commission's engineers, after a comparatively extensive study, prepared a report entitled, "Report on Service, Routes and Operating Conditions of the Intra-City and Inter-City Transportation Facilities in the City of Glendale," dated May 22, 1933, outlining a plan which, in their opinion, would, under prevailing conditions, provide reasonable and adequate transportation service to all developed portions of the City and which, it is also hoped, would

produce sufficient additional patronage and revenue to justify the increased operating expense resulting from additional bus miles of operation under the proposed plan.

The City of Glendale, by action of its Council on July 20, 1933, advised the Commission that it was agreeable to having effected, for a trial period of ninety days, all of the recommendations set forth in the engineers' report referred to above, with the understanding that at the end of the trial period, a hearing, if necessary, be held by the Commission at Glendale for the purpose of determining whether or not said plan was satisfactory or wherein it was desired to have said plan changed or modified.

The Pacific Electric Railway Company, by the instant application, has signified its willingness to cooperate in the determination of an adequate and reasonable transportation service for the City of Glendale, by applying for authority to carry out, for a trial period of ninety days, all of the recommendations set forth in the engineers' report referred to above.

In addition to the proposed motor coach routes as set forth in this Thirteenth Supplemental Application and its amendment, for which applicant requests a certificate of public convenience and necessity, many other recommendations as to frequency of service and rates were made by the Commission's engineers, all of which applicant agrees to effect. The proposed motor coach routes, which are four in number, are to be offered in lieu of the three existing routes, authorized by this Commission's Decision No. 24854, dated June 13, 1932, on Application No. 17984.

Under the present method of operation, a considerable portion of the service is on a thirty-minute headway, whereas, applicant is now agreeable to the carrying out of the recommendations of the Commission's engineers to increase the frequency of operation on all lines to a minimum of twenty minutes headway

during off-peak hours, with more frequent operation on certain lines during hours of heavier travel. It is also proposed, for a trial at least, to operate later night service on the local lines to determine whether or not there is sufficient travel to justify this operation. Request has been made for later transportation to accommodate persons attending evening shows at the various theaters in Glendale.

Applicant also offers to carry out the engineers' recommendation for extending the westerly limits of the Glendale Inner Zone, on Lines Nos. 2 and 3, as well as the Glendale-Burbank rail line to Highland Avenue. It is also planned to make other changes in zone boundaries consistent with the proposed changes in routes; however, such arrangement of zone points will in no case result in increases in fares. Applicant agrees to establish a fare of 25 cents for three tickets applying between Glendale Inner and Outer Zones; fare of 75 cents for Inner Zone weekly pass and \$1.25 for Inner and Outer Zone weekly pass.

To carry out the recommendations of the Commission's engineers will require additional busses in the Glendale local system and it is the Company's plan to continue the operation of the present busses with sufficient similar equipment added to provide the additional service herein proposed.

Many other changes in schedules and stops together with certain changes in rates on applicant's Los Angeles-Glendale-Burbank rail line were recommended by the Commission's engineers and have already been effected by applicant.

The proposed change in local service will also include the recommendation of the engineers that the rail service on East Broadway be discontinued, except during peak hours, when Motor Coach Line No. 4 is established.

Applicant now has pending its Eighth Supplemental Application No. 17984, requesting authority to discontinue motor coach service along Glenoaks Boulevard between Merrill Avenue and Ashburton Place in the City of Glendale, which supplemental application is to be dismissed upon the granting of the certificate requested herein, since the instant application embodies the subject-matter of the Eighth Supplemental Application.

The Motor Transit Company, Pasadena-Ocean Park Stage Line, Inc., and Original Stage Line, Inc., each operates bus service through the City of Glendale, primarily as inter-city operation with some local service. Each of these carriers has signified in writing that it has no objection to the granting of this application.

It appears that the request of the City of Glendale and of applicant to effect all of the recommendations contained in the report prepared by the Commission's engineers, referred to above, for a trial period of ninety days, is reasonable, therefore, we conclude that the record should be left open so as to permit a trial operation for a period of ninety days, at the end of which time the City of Glendale, City of Los Angeles or applicant may request a reconsideration of any or all of the recommendations contained in said engineers' report.

It appearing that a public hearing in this matter is not necessary at this time and that the application should be granted, therefore,

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for the operation of motor coach service for the trans-

portation of passengers in the Cities of Glendale and Los Angeles, County of Los Angeles, be, and it is, hereby granted to Pacific Electric Railway Company over and along the following routes:

LINE NO. 1

Beginning at the intersection of Atwater Avenue and Fletcher Drive; along Atwater Avenue to Glendale Boulevard; along Glendale Boulevard to Brunswick Avenue; along Brunswick Avenue to Los Feliz Boulevard; along Los Feliz Boulevard to San Fernando Road; along San Fernando Road and Pacific Avenue to Broadway; along Broadway to Central Avenue; along Central Avenue to Wilson Avenue to Brand Boulevard; along Brand Boulevard to Colorado Street; along Colorado Street to Adams Street; along Adams Street to Palmer Avenue; along Palmer Avenue to Glendale Boulevard; along Glendale Boulevard to Los Feliz Boulevard; along Los Feliz Boulevard to Brand Boulevard; along Brand Boulevard to Palmer Avenue; along Palmer Avenue to Glendale Avenue.

LINE NO. 2

Beginning at the intersection of Alameda Avenue and Mountain Street; south on Alameda Avenue to Kenneth Road; east on Kenneth Road to Pacific Avenue; south on Pacific Avenue to California Avenue; east on California Avenue to Orange Street; south on Orange Street to Broadway; east on Broadway to Jackson Street; north on Jackson Street to Doran Street; east on Doran Street to Geneva Street; north on Geneva Street to Stocker Street and east on Stocker Street, Rossmoyne Avenue, Mountain Street and Ethel Street to Verdugo Road; north on Verdugo Road to La Canada Boulevard; north on La Canada Boulevard to Verdugo Road; north on Verdugo Road to Arlington Avenue; west on Arlington Avenue to Rosemary Avenue; north on Rosemary Avenue to Broadview Avenue; east on Broadview Avenue to Ocean View Boulevard; north on Ocean View Boulevard to Honolulu Avenue.

LINE NO. 3

Commencing at the intersection of Lake Street and Allen Avenue; east on Lake Street to Sonora Avenue; north on Sonora Avenue to Fifth Street; east on Fifth Street and Glenwood Road to Concord Street; south on Concord Street to Broadway; east on Broadway to Glendale Avenue; north on Glendale Avenue to Lexington Drive; east on Lexington Drive to Verdugo Road; south on Verdugo Road to Broadway; east on Broadway to Wilson Avenue; northwest on Wilson Avenue to Vallejo Drive; north on Vallejo Drive, Brodrick, Holly Drive and Merrill Avenue to Glenoaks Boulevard; easterly on Glenoaks Boulevard to Arcade Place; also from the intersection of Glenoaks Boulevard and Hill Drive; north on Hill Drive to Chevy Chase Drive; easterly on Chevy Chase Drive to Linda Vista.

LINE NO. 4

Commencing at the intersection of Broadway and Brand Boulevard; east on Broadway to Verdugo Road; south on Verdugo Road to Acacia Avenue.

### TRIPPER SERVICE

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

The motor coach routes authorized herein are in lieu of and supersede the routes for motor coach service in the City of Glendale and the Atwater section of the City of Los Angeles as set forth in Decision No. 24854, dated June 13, 1932, on Application No. 17984.

The authority herein granted is subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of the changes in routes, as herein authorized, by the posting of notices in all busses operating on the motor coach lines in the City of Glendale and in the Atwater section of the City of Los Angeles.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after the commencement of the service herein authorized.
- (3) Applicant shall file its written acceptance of the certificate herein granted, within a period of not to exceed fifteen (15) days from the date hereof.
- (4) Applicant shall file, in triplicate, and make effective, within a period of not less than ten (10) days' notice to the Commission and the public, a tariff or tariffs constructed in accordance with the requirements of this Commission's General Orders and containing rates and rules satisfactory to the Railroad Commission.
- (5) Applicant shall file, in duplicate, and make effective, within a period of not less than five (5) days' notice to the Commission and the public, time schedules, according to form prescribed in General Order No. 83, covering the motor coach service herein authorized, in a form satisfactory to the Railroad Commission.
- (6) Applicant is authorized to turn its motor vehicles at termini, either in the intersection of the streets or by operating around a block contiguous to such intersection in either direction, and to carry passengers as traffic regulations of the municipality may require.

(7) The rights and privileges herein authorized may not be discontinued, sold, leased, transferred or assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

(8) 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 the Eighth Supplemental Application No. 17984 be, and the same is, hereby dismissed.

For all other purposes, the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 4<sup>th</sup> day of December, 1933.

J. L. Leavelle

W. H. C. C. C.

M. B. C. C.

W. H. C. C.

Commissioners.