

Decision No. 27282.

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 certificate  
of public convenience and necessity.

Nineteenth Supplemental  
Application No. 17984.

BY THE COMMISSION:

**ORIGINAL**

NINETEENTH SUPPLEMENTAL ORDER

Pacific Electric Railway Company filed its Nineteenth 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 Commission, by its Decision No. 26613 in this proceeding, dated December 4, 1933, authorized applicant to establish, for a trial period of ninety (90) days, a local transportation system in the City of Glendale, as recommended in the report prepared by our Engineering Department pursuant to a resolution adopted by the City Council of Glendale on January 7, 1933. Applicant made said changes effective March 1, 1934.

At the end of said ninety-day trial period, representatives of the Commission's Engineering Department conferred with representatives of the City of Glendale and applicant, at which time certain changes were recommended for a further trial period of ninety days and resulted in the filing of the instant application. The changes proposed in this application are as follows:

- (1) Reroute the northwesterly loop of motor coach line No. 2.
- (2) Reroute the southwesterly loop of motor coach line No. 3.

- (3) Abandon that portion of motor coach line No. 2 on the east side of the city between the intersection of Mountain and Ethel Streets and the intersection of Honolulu Street and Ocean View Boulevard.
- (4) Extend the Glen Oaks leg of line No. 3 from Arcade Place to Ashburton Place.
- (5) Abandon motor coach line No. 4, operating between the intersection of Broadway and Brand Boulevard and the intersection of Verdugo Road and Acacia Avenue.
- (6) Reroute a portion of line No. 1, operating on the east side of the city, so as to operate easterly along Colorado Street to Verdugo Road, south on Verdugo Road to Maple Street, west on Maple Street to Adams Street, thence over existing route.
- (7) Reduce the frequency of service on line No. 1 during off-peak hours from a 20-minute service to a 30-minute service.
- (8) Cancel fares applying on line No. 4 and on line No. 2 north of the intersection of Ethel and Mountain Streets. Extend the easterly limit of the Glendale outer zone on line No. 3 from Arcade place to Ashburton Place.

The service north of Mountain and Ethel Streets on the east end of line No. 2 has been very lightly patronized and the revenue received has not been sufficient to defray the out-of-pocket cost of operation. Applicant requests authority to abandon that portion of said line No. 2, with the understanding that Motor Transit Company is filing, concurrently with this application, a request for authority to install hourly service between the Montrose-Verdugo City district and Glendale (Broadway and Brand), said hourly service to be staggered with present hourly through service, resulting in a thirty-minute service between Verdugo City and Glendale.

Line No. 4, proposed to be discontinued, has handled very few passengers and the revenue received therefrom is insufficient to meet out-of-pocket cost of operation. In lieu of the service to be discontinued, it is proposed to reestablish shuttle rail service along Broadway between Brand Boulevard and Chevy Chase Drive and to

also reroute line No. 1 as set forth above.

It is the request of both the city and applicant that the record herein be left open for a further trial period of ninety days, at the end of which time any or all of the interested parties may request a reconsideration of any of the proposed changes. The City of Glendale, by letter dated June 23rd, addressed to applicant, a copy of which is attached to the application and marked Exhibit "F," has signified that it would have no objection to the granting of this application, with the understanding that further consideration be given to certain other suggested changes.

It appearing that the changes proposed in this application are reasonable, that a public hearing is not necessary and that the application should be granted,

IT IS HEREBY ORDERED that Pacific Electric Railway Company be and it is hereby authorized to make the following changes in its Glendale Motor Coach Lines:

I. Reroute Lines Nos. 1, 2 and 3 over the following routes:

Line No. 1.

"Beginning at the intersection of Atwater Avenue and Fletcher Drive, northwest along Atwater Avenue, southwest along Glendale Boulevard, northwest along Brunswick Avenue, northeast along Los Feliz Boulevard, north on San Fernando Road and Pacific Avenue, east on Broadway, north on Central Avenue, east on Wilson Avenue, south on Brand Boulevard, east on Colorado Street, south on Verdugo Road, west on Maple Street, south on Adams Street, west on Palmer Avenue, south on Glendale Avenue, west on Los Feliz Road, north on Brand Boulevard, east on Palmer Avenue, north on Glendale Avenue, thence via reverse of going route to point of beginning."

. Line No. 2.

"Beginning at the intersection of Grandview Avenue and Kenneth Road, north on Grandview Avenue, west on Bel Aire Drive, north on Elm Avenue, west on Mountain Street, south on Alameda Avenue, east on Kenneth Road, south on Pacific Avenue, east on California Avenue, south on Orange Street, east on Broadway, north on Jackson Street, east on Doran Street,

north on Geneva Street, east on Stocker Street, north on Rossmoyne Avenue, east and north on Mountain Street to the intersection of Ethel and Mountain Streets; returning via reverse of going route to the intersection of Broadway and Maryland Avenue, thence south on Maryland Avenue, west on Harvard Street, north on Brand Boulevard, west on California Avenue and thence via reverse of going route to the intersection of Grandview Avenue and Kenneth Road."

Line No. 3.

"Beginning at the intersection of Lake Street and Allen Avenue, north on Allen Avenue, east on Flower Street, north on Sonora Avenue, east on 5th Street and Glenwood Road, south on Concord Street, east on Broadway, north on Glendale Avenue, east on Lexington Drive, south on Verdugo Road, east on Broadway, northwest on Wilson Avenue, north on Vallejo Drive, Holly Drive and Merrill Avenue and east on Glenoaks Boulevard to Ashburton Place; also, from the intersection of Glenoaks Boulevard and Hill Drive, north on Hill Drive and east on Chevy Chase Drive to Linda Vista; returning via reverse of going route to the intersection of Broadway and Maryland Avenue, thence south on Maryland Avenue, west on Harvard Street, north on Brand Boulevard, west on Wilson Avenue, south on Central Avenue to Broadway, thence west on Broadway and reverse of going route to the intersection of Sonora Avenue and Flower Street, thence south on Sonora Avenue and west on Lake Street to Allen Avenue, point of beginning."

II. Abandon motor coach Line No. 4, operating between the intersection of Broadway and Brand Boulevard and the intersection of Verdugo Road and Acacia Avenue.

III. Reduce the frequency of service on line No. 1 during off-peak hours from a 20-minute service to a 30-minute service.

IV. Cancel fares applying on line No. 4 and on line No. 2 north of the intersection of Ethel and Mountain Streets.

All of the above subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days' notice of the reroutings authorized herein, by posting notices in all motor coaches operating on said lines and at all stations affected.

- (2) The authority herein granted for the abandonment of motor coach service on Line No. 2 between the intersection of Ethel and Mountain Streets and the intersection of Honolulu Street and Ocean View Boulevard shall be effected coincident with the establishment of motor coach service by Motor Transit Company, as authorized by Commission's Decision No. 27203 in Application No. 19506.
- (3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the effecting of the reroutings authorized herein.
- (4) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

In all other respects Decision No. 26613 shall remain in full force and effect.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 10th day of July, 1934.

Leon Whidell

M. B. Harris

Wallace L. Ware

Commissioners.