

Decision No. 29472

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, for an in lieu certifi-)
cate of public convenience and)
necessity.)

Thirtieth Supplemental
Application No. 17984

BY THE COMMISSION.

SUPPLEMENTAL ORDER

Pacific Electric Railway Company filed the above entitled supplemental application requesting authority to make a change in the route of its so-called Granada Park Motor Coach Line in the City of Alhambra. Authority for this operation was granted applicant by Decision No. 24854, dated June 13, 1932, on Application No. 17984. The present route of said Granada Park Motor Coach Line is as follows:

From Garfield and Main, west on Main to Palm Avenue, south on Palm Avenue, west on Mission Road, south on Fremont Avenue, west on Hellman Avenue, south on La Paloma, east on Ramona Boulevard to Pacific Electric Station at Granada Park. Returning, east on Ramona to El Paseo Street, north on El Paseo to Hellman Avenue and Fremont, thence returning via Fremont and reverse of above route.

Applicant now proposes to change said route, for a trial period of ninety days, to the following:

From the intersection of Main Street and Stoneman Avenue, west on Main Street, south on Atlantic Boulevard, west on Commonwealth Avenue, south on Fremont Avenue, west on Valley Boulevard, south on Westmont Avenue, east on Hellman Avenue, north on Fremont Avenue to Valley Boulevard.

The present route is as shown in yellow on Exhibit "A" attached to the application, and the proposed route is as shown in green on said exhibit.

Applicant now operates three round trips daily over the present route, and it is proposed to increase this service, over the new route, to twenty-five round trips daily, the schedules being on an approximate thirty-minute headway from about 7:00 A.M. to 7:00 P.M. daily except Sundays.

It is alleged that the present service is very poorly patronized and that requests have been received from the City of Alhambra and the Alhambra Chamber of Commerce to reroute the present line and institute more frequent service. It is the City's contention that if this is done, there would be an increase in the number of passengers handled and that the service could be made to pay.

Applicant proposes to continue the present one-way fare of five cents, including transfers to and from other lines within the Alhambra local fare zone, and also to extend such fare to include transfer to or from points within the City of Alhambra on its Emery Park Motor Coach Line. Applicant further proposes that if, at the end of the ninety-day trial period, it is found that revenues derived from the operation are insufficient to meet the costs thereof, all service on the line will be discontinued.

The Commission is in receipt of a copy of a communication directed to the Pacific Electric Railway Company by the City of Alhambra, dated December 17, 1936, approving the change in route as applied for.

It appearing that this is not a matter in which a public hearing is necessary and that it will be in public interest to reroute the motor coach line as proposed, and that the application should be granted,

IT IS HEREBY ORDERED that Pacific Electric Railway Company be, and it is, hereby authorized to reroute its so-called Granada Park Motor Coach Line, for a trial period of ninety days, over and along the following route:

From the intersection of Main Street and Stoneman Avenue, west on Main Street, south on Atlantic Boulevard, west on Commonwealth Avenue, south on Fremont Avenue, west on Valley Boulevard, south on Westmont Avenue, east on Hellman Avenue, north on Fremont Avenue to Valley Boulevard,

to be considered as part of the "in lieu" certificate granted by this Commission's Decision No. 24854, dated June 13, 1932, on Application No. 17984, subject to the following conditions:

- (1) Applicant shall afford the public at least five (5) days' notice of the rerouting authorized herein, by posting notices in all motor coaches operating on said line and at all stations affected.
- (2) If at the end of the trial period of ninety days, it is found that the patronage on the new line is insufficient to warrant its continuance, applicant is hereby authorized to discontinue service on the entire line, upon written notification to this Commission. Applicant shall also afford the public at least five days' notice of its intention to discontinue this service, by posting notices in all motor coaches operating on the line and at all stations affected.
- (3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the effecting of the rerouting authorized herein.
- (4) The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, unless further time is granted by subsequent order.

In all other respects, Decision No. 24854, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 18th day of January, 1937.

Leon Aubrey

Rayburn
Commissioners