

Decision No. 32179

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
the UNION PACIFIC STAGE COMPANY, a )  
corporation, for a certificate of )  
public convenience and necessity )  
authorizing it to operate a motor )  
bus service between East Los Angeles )  
and East San Pedro; between East Los )  
Angeles and Glendale, all in Los )  
Angeles County; and between East Los )  
Angeles and Anaheim in Los Angeles )  
and Orange Counties. - )

**ORIGINAL**

Fourth Supplemental  
Application No. 16579

BY THE COMMISSION:

FOURTH SUPPLEMENTAL OPINION AND ORDER

In this fourth supplemental application the Union Pacific Stage Company, a corporation, requests the Commission to issue its order clarifying the order of Decision No. 22761, dated August 6, 1930, on the original application herein, so that applicant may be able to provide a passenger stage service to or from the intermediate points along the routes over which it now provides service between the East Los Angeles Depot of the Los Angeles & Salt Lake Railroad Company, (1) on the one hand, and Anaheim, East San Pedro and Glendale, on the other hand.

Applicant is also requesting herein an order of the Commission authorizing a rerouting of its service between Glendale and the East Los Angeles Depot of Union Pacific Railroad Company (Los Angeles & Salt Lake Railroad Company).

The declaration of the order in Decision No. 22761 is as follows:

---

(1) The railroad operations formerly conducted by Los Angeles & Salt Lake Railroad Company are now under lease to the Union Pacific Railroad Company, effective January 1, 1936.

"THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment and operation of automotive service for the transportation of passengers and their baggage, between Anaheim, East San Pedro and Glendale, via Eagle Rock and Pasadena, and the Union Pacific Railway Depot at East Los Angeles, . . ."

A certificate therefor was granted subject to the following conditions, among others,

"Applicant is permitted to handle only such passengers whose origin or destination is at the East Los Angeles station of the Los Angeles & Salt Lake Railroad Company or points beyond said East Los Angeles station via the Los Angeles & Salt Lake Railroad Company, and the handling of such passengers is permitted only on motor coaches operating as a connecting service for Los Angeles & Salt Lake Railroad Company's passenger trains serving said East Los Angeles station."

Applicant contends that it was the intent of the Commission to authorize service to or from the intermediate points on the routes herein involved and in support thereof directs the Commission's attention to the following language appearing in the opinion of the Commission's Decision No. 22761, at sheets 1 and 2 thereof:

"By our Decision No. 20167, dated August 29, 1928, on Application No. 14827 of the Los Angeles & Salt Lake Railroad Company, the Railroad Company was permitted to withdraw certain local trains rendering service between Anaheim and San Pedro. Since that time the Los Angeles & Salt Lake Railroad Company, owned by the Union Pacific Railroad Company, has conducted intrastate (interstate -- correction) service between the points named, and also Glendale, under a contract with the Union Pacific Stage Company, applicant herein, servicing all intermediate points and feeding such interstate passengers into the rail system of applicant at the East Los Angeles station.

"It is now averred by applicant, Union Pacific Stage Company, that there has been a demand by the public to use the same method of transportation to the East Los Angeles station for intrastate passengers seeking points east of Los Angeles on the company's system in California. It is also averred that many passengers wish to have their friends or families accompany them to the rail depot or meet them at the depot on returning. It is this class of patrons only that applicant seeks to serve." (Correction and emphasis supplied by applicant.)

Applicant further alleges that in its original application in this matter it sought authority to transport intrastate

passengers and their baggage between the East Los Angeles Depot of the Los Angeles & Salt Lake Railroad Company and all points on applicant's proposed routes between said depot and the proposed respective terminals at Glendale, East San Pedro and Anaheim. Applicant further alleges that it was the intention of the Commission, as disclosed by the opinion in said Decision No. 22761, to authorize such operations, that it has always construed said order to that effect, and that at all times since the inception of such operations pursuant to the authority therefor it has handled intrastate passengers and their baggage between numerous intermediate points on its various routes and the said East Los Angeles Depot and had filed tariffs and schedules therefor.

A careful analysis of applicant's original application herein, filed with the Commission May 27, 1930, and the opinion of Decision No. 22761 thereon, in the light of the instant supplemental application, leads to the conclusion that the declaration of the order of said decision and condition 1 of said order should be amended to permit the transportation of passengers and their baggage between the Union Pacific Railroad Company depot at East Los Angeles and the intermediate points involved, continuing the restriction which prohibits a local transportation service between said intermediate points as contemplated by the stipulation entered into between applicant and protestants in the original proceeding as reflected in said condition 1; and, an order accordingly will therefore be entered.

With respect to the proposed rerouting between Glendale and the East Los Angeles Depot of Union Pacific Railroad Company, applicant requests that the operative right between such points be amended to permit it to change its route from time to time within

the corporate limits of the various municipalities served by it without further order of the Commission, upon the following condition:

"1. That any such change in route will not result in a deviation from the theretofore existing route of the Stage Company in excess of five city blocks, or one half mile (whichever distance is greater), on either side of the said route, and

"2. That the Stage Company immediately notify this Honorable Commission in writing of said change of route."

The proposed rerouting as set forth in Exhibit "A," attached to the supplemental application herein, will be authorized. However, applicant's request for authority to change its route from time to time within the corporate limits of the various municipalities served by it, without the further order of the Commission, will not be granted. The proposal herein is to provide a local service, with restrictions, over definite fixed routes. Establishment of an operation over such routes should in the public interest be conducted thereon until the formal authority of the Commission has been received to make any changes therefrom.

O R D E R

Based upon the conclusions as set forth in the opinion hereof,

IT IS ORDERED that the declaration of the order of Decision No. 22761, appearing at sheet 6 thereof, is hereby amended to read as follows:

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment and operation of an automotive passenger stage service for the transportation of passengers and their baggage between the Union Pacific Railroad Company Depot at East Los Angeles, on the one hand, and Anaheim, East San Pedro and Glendale (via Eagle Rock and Pasadena) and intermediate points, on the other hand, over and along the following routes:

IT IS FURTHER ORDERED that condition 1, appearing at sheet 10 of said Decision No. 22761, is hereby amended to read as follows:

1. Applicant is permitted to handle only such passengers whose origin or destination is at the East Los Angeles Station of the Union Pacific Railroad Company or points beyond said East Los Angeles station via the Union Pacific Railroad Company, and the handling of such passengers is permitted only on motor coaches operating as a connecting service for Union Pacific Railroad Company's passenger trains serving said East Los Angeles station.

IT IS FURTHER ORDERED that applicant may in its operations between the East Los Angeles depot of Union Pacific Railroad Company and Glendale operate over the following described routes in lieu of the routes heretofore set forth in Decision No. 22761, as modified by Decision No. 30575, dated January 31, 1938:

**EAST LOS ANGELES TO GLENDALE:**

East Los Angeles Depot of Union Pacific Railroad Company thence North on Atlantic Avenue to Garvey Road (Monterey Park), East on Garvey Road to Garfield Avenue (Monterey Park), North on Garfield Avenue to Main Street (Alhambra), West on Main Street to 2nd Street (Alhambra), North on 2nd Street to Alhambra Road, East on Alhambra Road to Garfield Avenue, North on Garfield Avenue to Mission Street (South Pasadena), East on Mission Street to Los Robles (San Marino), North on Los Robles to Colorado Boulevard (Pasadena), West on Colorado Blvd. to Pasadena Avenue (Pasadena Passenger Depot), West on Colorado Blvd. to El Modena Street (Eagle Rock), West on El Modena Street to Colorado Blvd. (Eagle Rock), West on Colorado Blvd. to Broadway (Eagle Rock), West on Broadway to Glendale.

**GLENDALE TO EAST LOS ANGELES:**

From Glendale over Broadway to Colorado Blvd. (Eagle Rock), East on Colorado Blvd. to El Modena Street, East on El Modena Street to Colorado Blvd., East on Colorado Blvd. to Pasadena Avenue (Pasadena Passenger Depot), East on Colorado Blvd. to Los Robles Ave. (Pasadena), South on Los Robles Avenue to Mission Street (San Marino), West on Mission Street to Garfield Ave. (So. Pasadena),

South on Garfield Ave. to Main Street (Alhambra),  
West on Main Street to 2nd Street (Alhambra),  
South on 2nd Street to Commonwealth Ave. (Alhambra),  
East on Commonwealth Ave. to Garfield Ave. (Alhambra),  
South on Garfield Ave. to Garvey Road (Monterey Park),  
West on Garvey Road to Atlantic Ave.,  
South on Atlantic Ave. to Telegraph Road (East Los Angeles Station).

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

Dated at San Francisco, California, this 18<sup>th</sup> day of

July, 1939.

Frank J. ...  
Ray H. ...  
H. ...  
Justus F. Casner  
COMMISSIONERS