

Decision No. 33756

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 FLINTRIDGE MOTOR COMPANY, a corporation,
 (owner), and PACIFIC ELECTRIC RAILWAY
 COMPANY, a corporation (lessee) to aban-
 don route and motor coach operating
 rights between La Canada, Flintridge,
 and Pasadena, County of Los Angeles, and
 to cancel lease of operating rights from
 Flintridge Motor Company to Pacific Elec-
 tric Railway Company.

ORIGINALApplication
No. 23643

FRANK KARR and C. W. CORWELL, for Pacific Electric
 Railway Company.

DIETHER & DELBRIDGE by LEONARD A. DIETHER, for
 Pasadena City Lines, Inc.

HAROLD P. HULS, City Attorney, and E. BURTON NOBLE,
 Assistant City Attorney, for the City of Pasa-
 dena.

ROSS C. FISHER, for Flintridge Motor Company.

SADIE THOMAS LAMBERT, for Mar Vista Line.

W. P. NUTTER, D. H. SHEETS and E. L. SMITH, for Brother-
 hood of Railroad Trainmen.

RILEY, COMMISSIONER:

O P I N I O N

In this application Flintridge Motor Company, a corporation,
 owner, and Pacific Electric Railway Company, a corporation, lessee,
 request permission to abandon motor coach service and operating
 rights between La Canada, Flintridge, and Pasadena, and to cancel
 lease of operating rights.

A public hearing was held in this matter in Pasadena on
 November 15, 1940, at which time the matter was submitted for
 determination.

The original operating rights of Flintridge Motor Company
 were obtained under the provisions of Section 5 of Chapter 213,
 Statutes of 1917, through operation in good faith prior to May 1,

1917, and thereafter. These rights were later extended by authority granted in Decision No. 12763, dated October 27, 1923, in Application No. 9384.

Generally speaking the service provided by Flintridge Motor Company operates between the business district of Pasadena and the so-called Flintridge district of Pasadena, west of the Arroyo Seco. The specific route is hereinafter described.

Pacific Electric Railway Company, by Decision No. 12852, dated November 22, 1923, in Application No. 9529, leased the operating rights of Flintridge Motor Company and has since continuously operated this service. This lease provides that the Flintridge Motor Company shall subsidize Pacific Electric to compensate for loss by it in the operation. The annual amount of this subsidy between 1934 and 1939 ran from about \$1,500 to \$2,800 per year. The record shows that the traffic on this route has continuously declined from 90,000 passengers in 1925 to a little over 32,000 passengers in 1939.

Applicant alleges that due to the increasing use of private automobiles comparatively little use is made of this public carrier service, and that the Flintridge Motor Company is not in a financial position to continue the large subsidy payments to keep the Pacific Electric operation in service; furthermore, that Pacific Electric Railway Company is not in a position to continue such operation without such subsidy.

The record shows that the Pasadena City Lines, Inc., in Application No. 23776, proposes to operate generally over a portion of the route now being served by applicants herein; and it is also clearly shown that revenues received from the service performed by applicants in no way compensate them for the performance of such service.

It appears clear in view of the fact that Pasadena City Lines, Inc. proposes to serve the southerly portion of the territory

now served by applicants, and the poor financial results of applicants' operation, that the application should be granted, to become effective coincident with the installation of coach service by Pasadena City Lines, Inc., and the following form of order is recommended.

O R D E R

A public hearing having been held and the matter being under submission and ready for determination:

IT IS HEREBY ORDERED that Flintridge Motor Company, owner, and Pacific Electric Railway Company, lessee, are hereby authorized to abandon the routes and motor coach operating rights between La Canada, Flintridge, and Pasadena upon and along the following route:

OUTBOUND: Beginning at Broadway and Colorado Street, Pasadena, west on Colorado Street to Puente Drive, thence northerly on Puente Drive to Linda Vista Avenue and Park Avenue, thence along Park Avenue and La Canada-Verdugo Road to Berkshire Avenue, thence along Berkshire Avenue and Woodleigh Lane to Michigan Avenue, thence along Michigan Avenue (Foothill Boulevard) to School Street (Verdugo Boulevard);

INBOUND: From Michigan Avenue and School Street via Michigan Avenue to Chevy Chase Drive, thence via Chevy Chase Drive to Berkshire Avenue, thence along Berkshire Avenue to Commonwealth Avenue, thence along Commonwealth Avenue and Highland Avenue to Park Avenue, thence along Park Avenue to Linda Vista Avenue, thence via the reverse of the going route to Pasadena Avenue and Colorado Street, thence south on Pasadena Avenue to Green Street, thence east on Green Street to Broadway, thence north on Broadway to Colorado Street;

subject to the following conditions:

- (1) Applicants shall give not less than ten (10) days' notice to the public of said abandonment of service by posting notices in motor coach or motor coaches now in said service.
- (2) Said service shall be abandoned concurrently with the establishment of service by Pasadena City Lines, Inc. on its Linda Vista Route.
- (3) Applicants shall, within thirty (30) days thereafter, notify the Commission, in writing, of the abandonment of said service.

