

Decision No. 34973

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
PACIFIC ELECTRIC RAILWAY COMPANY, a)	
corporation, for permission to sell)	
and assign certain operative rights)	
and property and to withdraw from)	
the rendering of certain local service,)	Application No. 23776
all within Pasadena, California; and of)	Third Supplemental
PASADENA CITY LINES, INC., a corpo-)	
ration, for (a) permission to exercise)	
said operating rights; (b) an order)	
authorizing the issuance of certain)	
securities; and (c) a certificate that)	
public convenience and necessity require)	
certain operations.)	

DIETHEER and DELBRIDGE, by LEONARD A. DIETHEER,
for applicant.

HAROLD P. HULS, City Attorney, and
H. BURTON NOBLE, Assistant City Attorney,
for City of Pasadena.

JOSEPH H. TUMBACH, for West Altadena Improve-
ment Association.

BY THE COMMISSION:

O P I N I O N

In the above numbered supplemental application, Pasadena City Lines, Inc. seeks authority to make certain route changes and extensions in five of its motor coach lines operating in the City of Pasadena and in the unincorporated area of Altadena adjacent thereto.

A public hearing was held at Pasadena before Examiner Hunter on January 8, 1942 at the conclusion of which the matter was taken under submission and is now ready for decision.

The record shows that pursuant to authority granted in Decision No. 33750 in this application, the Pasadena City Lines

acquired from Pacific Electric Railway Company the local transportation system serving Pasadena-Altadena area. Operations were commenced by the new management in January 1940 and with the exception of minor changes, service has been conducted over the routes prescribed in said Decision No. 33750.

A witness for the applicant testified that ever since the operations have been conducted by Pasadena City Lines, continuous studies have been carried on as to the public transportation requirements of the area served, and that the instant supplemental application is based on these service requirement studies rather than on a plan of effecting operating economics.

With the exception of the establishment of a route designated as the Craig Avenue-Martello Avenue line, coincidental with the revision of operations in that portion of the city, the other changes in operations proposed herein consist of extensions and rerouting of certain lines, together with the discontinuance of operation over a number of large loops located at the ends of existing lines.

The record shows that, with the elimination of the loop operations as proposed, the territory will be served with lines spaced on approximately one-half mile intervals.

It is also proposed to separate the present California Street-Allen Avenue line by terminating the Allen Avenue portion in a loop in the downtown area which will provide service to the Civic Center, an area which has not heretofore been served. The westerly end of the California Street line is to be combined with and made a portion of the Los Robles motor coach line.

With reference to the proposed Craig Avenue-Martello Avenue line, this operation extends to the north of Colorado Street and provides a connection with other motor coach service operating along Colorado Street to the downtown area. Passengers carried on this route whose origin or destination is in the downtown business portion of the city will be required to transfer at Craig Avenue and Colorado Street. It was applicant's original proposal that a one cent transfer charge would be made in addition to the five cent basic fare, for transfer privileges at Craig Avenue and Colorado Street. At the hearing, however, the application was amended to eliminate the one cent transfer charge. The proposed service on this line is to be conducted on a thirty minute headway between the hours of 6:00 A.M. and 9:00 P.M.

Applicant's revised plan will require the operation of some 350 additional bus miles per day on the system. It has available sufficient equipment to perform the added service. Its contention is that, (a) the expense incurred in the operation of the additional bus mileage is justified because it would provide for the city better service with the anticipated hope that it will attract additional traffic to the lines and thereby defray all or the greater portion of the added expense; and (b) that such revised plan of operation is a step toward meeting a general plan of providing the developed residential areas of the city with lines spaced at approximately half-mile intervals.

Applicant does not propose herein to change the five cent basic fare, nor does it seek authority to change the headway of operation on the various lines as now conducted.

Insofar as municipal requirements are concerned, the city of Pasadena by Motion No. 11273 authorized for a period of sixty

(60) days the changes as proposed in the application. The original Motion fixed December 20, 1941 as the limit of time within which the proposed changes should be effected, and Motion No. 11316 extended the authorization for a period of sixty (60) days from December 20, 1941.

In the original application, authority was sought to conduct the operations over the various proposed new lines on a temporary basis for a period of ninety (90) days. At the hearing, applicant requested and was granted permission to modify its application to seek a certificate to operate over the new routes on a permanent basis with the understanding that if, after the lines had been operated for a reasonable length of time it was determined that some modification should be made, applicant might then appear before the Commission and seek the desired relief.

Referring to that portion of the record which deals with the opinions of residents of the areas affected, it may be said that while there was some opposition, nevertheless, the preponderance of evidence supported the granting of the application with the request that the proposed extensions be continued to serve districts beyond the termini of the proposed lines. With reference to these requests, the president of applicant's line stated that it was the policy of the company to extend the lines into new districts as fast as the necessary equipment could be secured and the service was reasonably justified on a financial basis; that while he did not expect all the lines to pay the actual cost of providing the service, he was of the opinion that it was unwise to extend lines into new areas where the losses might in fact jeopardize the continuance of the system operation on an enduring financial basis.

A careful review of the record leads to the conclusion that the revised plan of operation as proposed not only establishes service into districts not now served, but eliminates undesirable operation over large loops and should therefore place applicant in a better position to serve the entire area. The proposal to change the method of operation of the Allen Avenue-California Street line will eliminate certain anticipated confusion. Although, in the judgment of some witnesses, further extensions are desirable and necessary, this record does not justify such extensions. It appears that the revised service proposed herein is in the public interest and authority to so operate should be granted. The following order will so provide.

O R D E R

A public hearing having been held, evidence having been received, the matter having been duly submitted and the Commission being now fully advised,

IT IS HEREBY ORDERED that Pasadena City Lines, Inc., is authorized to:

I

Abandon service on portions of its operations as authorized by said Decision No. 33750, dated December 21, 1940, as follows:

LINCOLN-FILL ROUTE NO. 2

Commencing at the corner of Hill Avenue and Elizabeth Street; thence east on Elizabeth Street to Oxford Avenue; thence north on Oxford Avenue to New York Avenue; thence west on New York Avenue to Hill Avenue; thence south on Hill Avenue to Woodbury Road.

LOS ROBLES ROUTE NO. 4

Commencing at the corner of Los Robles Avenue and Montana Street; thence west on Montana Street to Marengo Avenue; thence south on Marengo Avenue to Atchison Street; thence east on Atchison Street to El Molino Avenue; thence north on El Molino Avenue to Woodbury Road; thence northwesterly on Woodbury Road to Los Robles Avenue.

From the corner of Colorado Street and Raymond Avenue; thence southerly along Raymond Avenue to Green Street; thence westerly along Green Street to Fair Oaks Avenue.

ALLEN-CALIFORNIA ROUTE NO. 5

Commencing at the corner of Villa Street and Allen Avenue; thence east along Villa Street to Craig Avenue; thence north along Craig Avenue to Casa Grande Street; thence west along Casa Grande Street to Allen Avenue.

WASHINGTON STREET ROUTE NO. 8

Commencing at the corner of Washington Street and Pepper Drive; thence northerly along Pepper Drive to New York Avenue; thence easterly along New York Avenue to Valencia Avenue; thence south on Valencia Avenue to Washington Street; thence west on Washington Street to Roosevelt Avenue.

II

Effect the rerouting as applied for in this third supplemental application. Until further authorization from this Commission, Pasadena City Lines, Inc. shall conduct its passenger stage operation over and along the following described routes,

LINCOLN-HILL ROUTE NO. 2

Commencing at the intersection of Lincoln Avenue and Ventura Street; thence southerly along Lincoln Avenue to Orange Grove Avenue; southwesterly on Orange Grove Avenue to Pasadena Avenue; southerly on Pasadena Avenue to Colorado Street; east on Colorado Street to Hill Avenue; north on Hill Avenue to Woodbury Road; west on Woodbury Road to Holliston Avenue; north on Holliston Avenue to Mendocino Street, and return over same route.

LOS ROBLES ROUTE NO. 4

Commencing at the intersection of Santa Anita Avenue and Calaveras Street; thence southerly along Santa Anita Avenue to Woodbury Road; southeasterly on Woodbury Road to Los Robles Avenue; south on Los Robles Avenue to Colorado Street; west on Colorado Street to Fair Oaks Avenue; south on Fair Oaks Avenue to California Street; west on California Street to a loop around the block bounded by California Street, Arroyo Boulevard, La Loma Road and Grand Avenue, and return over same route.

ALLEN-CALIFORNIA ROUTE NO. 5

Commencing with a loop around the blocks bounded by Colorado Street, Marengo Avenue, Ramona Street and Garfield Avenue, thence east on Colorado Street to Los Robles Avenue; south on Los Robles Avenue to California Street; east on California Street to Lake Avenue; north on Lake Avenue to San Pasqual Street; east on San Pasqual Street to Hill Avenue; north on Hill Avenue to Oakdale Street; east on Oakdale Street to Allen Avenue; north on Allen Avenue to New York Avenue, and return over same route.

WASHINGTON STREET ROUTE NO. 8

Commencing at a loop around the block bounded by Washington Street, El Molino Avenue, Prescott Street and Los Robles Avenue; thence east on Washington Street to Harding Avenue; north on Harding Avenue to Berendo Street; west on Berendo Street to Grand Oaks Avenue; south on Grand Oaks Avenue to Washington Street, and return over same route.

CRAIG-MARTELO ROUTE NO. 9

Commencing with a loop around the block bounded by Colorado and Walnut Streets, Craig and Grand Oaks Avenues; thence north on Craig Avenue to Villa Street; east on Villa Street to Martelo Avenue; north on Martelo Avenue to Brigden Road; east on Brigden Road to Foothill Boulevard; north on Foothill Boulevard to Washington Street, and return over same route.

Said modified operations as set forth in Part II above shall be put into effect concurrently with the abandonment of service hereinbefore authorized and as set forth in Part I above provided that such change or changes shall be effected on not less than five (5) days' notice to the Commission and the public.

IT IS HEREBY FURTHER ORDERED that Second Supplemental Application No. 23776, filed September 16, 1941, is hereby dismissed without prejudice.

In all other respects said Decision No. 33750 and amendments thereto shall remain in full force and effect.

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

Dated at San Francisco, California, this 3rd day of February, 1942.

Justus F. Coe
Ray P. Riley
H. Baker
Frank L. Haven
Richard L. Jackson
COMMISSIONERS