

Decision No. 35266.

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 oper-
ative rights and property and to withdraw
from the rendering of certain local service,
all within Glendale, California, and of
GLENDALE CITY LINES, INC., for permission
to exercise said operating rights and for an
order authorizing the issuance of certain
securities.

Application No. 23775.

ORIGINAL

Diether and Delbridge, by Leonard A. Diether,
for Glendale City Lines, Inc., Applicant.

Aubrey N. Irwin, City Attorney, and Edwin A.
Ingham, City Manager, for the City of
Glendale.

W. H. Baymiller and Richard L. Oliver, for
for residents of Rossmoyne District of
Glendale, interested parties.

Mrs. H. R. Bailey, for residents in the
Adams Hill territory of Glendale, inter-
ested parties.

Mrs. Virginia Steele, for residents in the
Chevy Chase and Atwater Districts of
Glendale, interested parties.

BY THE COMMISSION:

INTERIM OPINION AND ORDER

By supplemental application in the above numbered proceed-
ing, Glendale City Lines, Inc. seeks the Commission's authority to
make certain changes in the routes of its four motor coach lines
in the City of Glendale, so as to provide better service to the area.

Public hearings were held at Glendale on March 20 and 27,
1942, before Examiner Ager, on which latter date, except for the
proposed change of route of applicant's No. 1 motor coach line in
the so-called Atwater section, the matter was taken under submission.
With respect to the change in route of the No. 1 motor coach line,
applicant proposes to discontinue the operation of service on that
portion of the route on Los Feliz Boulevard and San Fernando Road.

and to reroute the line so as to operate via Brunswick Street to Goodwin Avenue, thence over Goodwin Avenue and San Fernando Road to the intersection of San Fernando Road and Pacific Avenue, thence continuing over the present route.

The City of Glendale, by verbal request at the hearing, as well as by formal resolution of the City Council, has asked that any action on this portion of the proposal to reroute the No. 1 line be deferred pending a study by the Commission's staff to determine definitely what the routing through this area should be. In making such a study, the city has volunteered to contribute such assistance from its own engineering department as may be required. The request appears to be reasonable and will be granted.

A minor change was proposed at the extreme southerly end of the line which will in no way be inimical to public interest and should be provided for in the present order. This change involves southbound coaches, only, and is to be made in order to avoid a dangerous operating condition which now exists at the intersection of Glendale Avenue and Brunswick Avenue. To eliminate this condition, it is proposed to reroute southbound coaches, only, so as to operate via Appleton Street, Edenhurst Avenue and Glendale Boulevard, thence via Atwater Avenue and the present route.

Other changes proposed provide that the No. 2 and No. 4 motor coach lines shall operate over Brand Boulevard from the intersection of Broadway and Brand Boulevard to California Avenue, thence via California Avenue to Pacific Avenue, in lieu of the present route, where these lines operate via Broadway to Central, thence over Central to California, thence California to Pacific Avenue. These changes will enable passengers to transfer to and from rail cars of Pacific Electric Railway Company's Los Angeles-Glendale line, operating on Brand Boulevard, with a minimum of hazard and inconvenience to themselves. The new routing also will provide better access for local riders to the shopping district of the City of Glendale.

At the extreme northerly end of the No. 2 motor coach line a change was proposed merely for the purpose of turning the coaches and this change met with considerable opposition. Witnesses for the company expressed themselves as being willing that the change be eliminated from their proposal.

At the south end of the No. 3 motor coach line it is proposed to eliminate that portion of the loop from the intersection of Palmer Avenue and Glendale Avenue via Glendale Avenue, Los Feliz Boulevard and Brand Boulevard, to the intersection of Brand Boulevard and Palmer Avenue. The record shows that 51 trips per day are operated over this loop and the area in question contributes an average of 15 passengers per day, or less than one every three trips. At the northerly end of this same line applicant has eliminated service on Sonora Avenue between Glenoaks Boulevard and Lake Street, because of the fact that the U.S. Army authorities have closed Sonora Avenue to all vehicular traffic in the vicinity of the Glendale Airport. This change previously had been reported to the Commission and the coaches are now being operated from the intersection of Glenoaks Boulevard and Sonora Avenue via Glenoaks Boulevard, Western Avenue and Lake Street, thence via the remainder of the route described in the original decision.

Applicant now seeks authority to further amend this route so as to operate southeasterly on Lake Street, thence over Sonora Avenue, Victory Boulevard, Allen Street and Lake Avenue to Western Avenue, eliminating that portion of the present loop on Irving Avenue between Victory Boulevard and Lake Street.

No changes in rates of fare or headways are proposed.

With the two exceptions previously noted, no objections were offered to the proposed changes and a careful review of the record leads us to the conclusion that the changes are in the public

interest and that, with the exception noted, the application should be granted.

INTERIM ORDER

Public hearings having been held and the Commission being fully advised;

IT IS HEREBY ORDERED that Glendale City Lines, Inc. is hereby authorized to operate its four motor coach lines over the following routes, in lieu of the routes described in Decision No. 33757:

Atwater-E. Broadway Route No. 1

Commencing at a loop around a triangle block bounded by Broadway, Wilson Avenue and Sinclair Avenue, thence via Broadway, Central Avenue, Broadway, Pacific Avenue, San Fernando Road, Los Feliz Boulevard, Brunswick Avenue, Appleton Street, Edenhurst Avenue, Glendale Boulevard, Atwater Avenue, Fletcher Drive, Larga Avenue and Minneapolis Street to Atwater Avenue. Return via Atwater Avenue, Glendale Boulevard, Brunswick Avenue, thence via the reverse of the going route to point of commencement.

Mountain-Rossmoyne Route No. 2

Commencing at the intersection of Towne Street and Verdugo Road, thence via Verdugo Road, Mountain Street, Rossmoyne Avenue, Stocker Street, Geneva Street, Doran Street, Jackson Street, Broadway, Brand Boulevard, California Avenue, Pacific Avenue, Kenneth Road, Grandview Avenue, Bel Aire Drive, Elm Avenue, and Mountain Avenue to the intersection of Mountain Avenue and Alameda Avenue. Return via the reverse of the going route to point of commencement.

Victory-E. Colorado Route No. 3

Commencing at a loop around the blocks bounded by Palmer Avenue, Glendale Avenue, Palmer Avenue, Brand Boulevard, Chevy Chase Drive and Boynton Street, thence via Palmer Avenue, Adams Street, Carfield Avenue, Verdugo Road, Colorado Street, Brand Boulevard, Wilson Avenue, Concord Street, Glenwood Road, Fifth Street, Sonora Avenue, Glenoaks Boulevard, Western Avenue, Lake Street, Sonora Avenue, Victory Boulevard, Allen Avenue and Lake Street to Western Avenue, thence via the reverse of the going route to the point of commencement.

Burbank-E. Glenoaks Route No. 4

Commencing at the intersection of Ashburton Place and Glenoaks Boulevard, thence via Glenoaks Boulevard, Chevy Chase Drive, Verdugo Road, Lexington Drive, Glendale Avenue, Broadway, Brand Boulevard, California Avenue, Pacific

Avenue, Kenneth Road, Alameda Avenue, Tenth Street, thence into the City of Burbank via Tenth Street, Harvard Road, Kenneth Road and Olive Avenue, to San Fernando Road, thence via the reverse of the going route to the point of commencement.

Applicant shall give the public five (5) days' advance notice of the proposed changes in route, by posting notices in all coaches operating over the lines affected.

IT IS HEREBY FURTHER ORDERED that applicant's proposal to reroute the north end of its motor coach line No. 2, so as to turn its coaches by operating over Chilton Drive and Alameda Street to Mountain Street, is hereby denied.

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

Dated at Los Angeles, California, this 14th day of April, 1942.

Justin P. Cooney
Ray L. Perry
H. J. Baker
Francis R. Haven
Richard L. Jackson

Commissioners.