

Decision No. 38986

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, for an in lieu certifi-)
cate of public convenience and ne-)
cessity.)
-----)
To extend Emery Park Motor Coach)
Line and Garfield Avenue-Highland)
Park Motor Coach Line.)

ORIGINAL

Application No. 26636
2nd Supplemental

O P I N I O N

By supplemental application, Pacific Electric Railway Company requests the Commission to authorize the use of modified routes in conducting its so-called Emery Park Motor Coach Line (Route 31) and its so-called Garfield Avenue-Highland Park Motor Coach Line (Route 4-D and Route 32). The routes involved are designated by the foregoing numbers in the service regulations describing such routes in Appendix A attached to Decision No. 38827, dated April 9, 1946.

The application states that prior to the war operation of the Emery Park Line (now Route 31) was over the route which it is now proposed to follow. Because of the restrictions imposed by the Office of Defense Transportation during the war the route was shortened to that now defined in the decision above referred to. Since the end of hostilities it is stated many requests have been received by applicant to restore the old routing as now proposed. There is no proposal to change fares or service.

Route 32, as defined by Decision No. 38827, over which the Garfield Avenue-Highland Park Line is operated, is stated by the application to be somewhat shorter than it was prior to such

decision. Since the termination of hostilities, applicant has had many demands for restoration of service to the areas theretofore abandoned pursuant to a directive of the Office of Defense Transportation and the authority of the Commission. The application states that from past experience with the Garfield Avenue-Highland Park Line when operated to and from Monterey Road and Huntington Drive, it is doubtful whether or not there will be sufficient traffic between Huntington Park and Monterey Road and intermediate points to justify establishment of the service as proposed, but applicant is agreeable to establish such service on a trial basis to determine whether the traffic would be sufficient to warrant continued operation. The period is not stated in the application and none will be provided in the order. If applicant desires to make further changes or modifications of the route involved, an appropriate application therefor should be filed with the Commission. No increases in fares are proposed on this line but it will be necessary to extend the Los Angeles local zone to cover extended portions of this route. The application states that the Board of Public Utilities and Transportation of Los Angeles has approved the reroutings and extensions as proposed herein.

After due consideration, the Commission is of the opinion that public convenience and necessity require that the application be granted. This will be done by a redescription of Route 31 and Route 32 as now described in Appendix A of Decision No. 38827, dated April 9, 1946. No public hearing appears to be necessary.

O R D E R

IT IS ORDERED:

(1) That Route 31 and Route 32 as described in Appendix

A of Decision No. 38827 are hereby amended to read as follows:

"Route 31

From Huntington Dr. and Eastern Ave.; (Los Angeles), via Eastern Ave., Templeton St.; Farnsworth Ave., Edna St., Dorchester Ave., Templeton St.; Commonwealth Ave., Fremont Ave.; Concord Ave., Alhambra Ave., and Warwick Ave. to Templeton St.

"Route 32

From Monterey Road and Huntington Dr., (Los Angeles), via Monterey Road; Paula St., Collis Ave., Avenue 60 and Monterey Rd. to Kendall Ave.; also, from Monterey Rd. and Hermon Ave., via Hermon Ave., Avenue 57, Figueroa St., Pasadena Ave., Mission St; (South Pasadena), Milan Ave., Huntington Dr.; Electric Ave. and Alhambra Road to Garfield Ave. (Alhambra); also from Garfield Ave. and Main St. (Alhambra), via Garfield Ave. to Garvey Ave. (Monterey Park)."

(2) That Decision No. 38827 shall in all other respects remain in full force and effect.

(3) That within 60 days from the effective date hereof and on not less than one day's notice to the Commission and the public, applicant shall establish service over the routes herein defined and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently make effective appropriate tariffs and time tables satisfactory to the Commission. A five days' notice to the public shall be placed in equipment operated over the above described routes.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 21st day of May, 1946.

Harold Anderson
Justice F. Carver
Frederic W. Glavin
Earl D. Ladd
Harold P. Hull
COMMISSIONERS