

ORIGINALDecision No. 39853

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of PACIFIC ELECTRIC RAILWAY COMPANY,)
a corporation, for an in lieu certifi-) Application No. 26636
cate of public convenience and neces-) 5th Supplemental
sity.)

O P I N I O N

Applicant requests authority to establish and operate a passenger stage service, for the transportation of persons only, between Pasadena and Pomona, serving also the intermediate cities and towns of Arcadia, Monrovia, Azusa, Glendora, San Dimas, and La Verne.

Under authority granted in Decision No. 38827 applicant now operates along portions of the proposed route (1) between its Pasadena terminus and the intersection of Colorado Street and Los Robles Avenue and (2) between its Pomona terminus and the intersection of Bonita Avenue and San Dimas Avenue.

The additional route sought is along Colorado Street, Rosemead Boulevard, Foothill Boulevard, First Avenue (Arcadia), Huntington Drive (through Arcadia and Monrovia), Foothill Boulevard (Azusa), Citrus Avenue, Foothill Boulevard, Michigan Avenue (Glendora), Glendora Avenue, Alosta Avenue, Foothill Boulevard, San Dimas Avenue to its intersection with Bonita Avenue (San Dimas).

Applicant will accept a restriction that no passengers having both origin and destination between its Pasadena terminus and the intersection of Rosemead and Foothill Boulevards will be

carried as this portion of the proposed routes is now served by Pasadena City Lines.

Proposed one-way and round-trip fares between Pasadena and Pomona are 55 cents and one dollar, respectively. Fares to intermediate points are as set forth in Exhibit "B" attached to application. The proposed fares are on the same basis as fares now applying on applicant's present rail and motor coach lines in the same general area. Regular scale basis of commutation fares in effect on applicant's other interurban lines will also apply on the route proposed herein.

Five westbound schedules between 7:50 a.m. and 8:08 p.m. and five eastbound schedules between 8:00 a.m. and 8:15 p.m. are proposed. The running time will be one hour and fifteen minutes for a distance of approximately 27 miles.

Applicant states that it proposes to operate motor coaches of the type usually used in its interurban service and that it expects, in the near future, to receive from manufacturers some of the motor coaches now on order, enabling it to establish the proposed extension of service.

As justification for granting said additional operative right applicant states:

"Applicant has received many requests for establishment of service between Pasadena and Pomona via Foothill Boulevard.

"Applicant now provides passenger transportation service between Pasadena and San Dimas, La Verne, or Pomona, by transfer between its various lines at El Monte, Monterey Park, or Valley Junction. Also, applicant now provides, by transfer between its various lines, service between Pasadena and Arcadia, Monrovia, Azusa and Glendora. All of such service now requires a transfer at some point, which will be

eliminated by the through service herein proposed. Also, service will be provided along Huntington Drive in Arcadia and Monrovia, there being no local passenger transportation service at the present time on such thoroughfare east of First Avenue, Arcadia.

"Service proposed herein will provide direct passenger transportation between Arcadia, Monrovia, Azusa and Glendora, on the one hand, and San Dimas, La Verne, and Pomona, on the other hand, between which points there is no direct local transportation service available at this time.

"Establishment of motor coach service over route herein proposed will also improve passenger transportation service between Pasadena and the many points on applicant's lines east of Pomona; and, in addition, will provide service, by transfer at Pomona, between Arcadia, Monrovia, Azusa, and Glendora, on the one hand, and points on applicant's lines east of Pomona, on the other hand, there being no public transportation service between such points at this time except by circuitous routes.

"Many years ago, applicant operated passenger motor coach service between Pasadena and Pomona, over approximately the same route herein proposed. Such service was discontinued in 1935 due to lack of patronage. However, population of area involved has increased substantially since that time and it is applicant's belief that present conditions warrant reestablishing this service."

The application is not opposed by any of the communities situated along the proposed route and in view of the proposed restrictions there is no opposition by other carriers.

Upon full consideration of this matter we are of the opinion and find that public convenience and necessity require the establishment and operation of a passenger stage service along the proposed route and, therefore, it will be authorized.

Applicant has requested, in writing, that the portion of the application for an additional alternate route along Huntington Drive and Colorado Street, between First Avenue (Arcadia) and Rosemead Boulevard, be dismissed.

O R D E R

Application having been made in the above-entitled matter, and the Commission being fully advised and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Electric Railway Company, a corporation, authorizing the establishment and operation of a service as a "passenger stage corporation", as that term is defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of persons, between Pasadena and San Dimas in the County of Los Angeles, as an extension and enlargement of, and to be consolidated with, applicant's existing rights in said territory, subject, however, to the following condition:

(a) No passenger shall be transported whose origin and destination are between applicant's Pasadena terminus and the intersection of Rosemead and Foothill Boulevards.

(2) That, in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

(a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.

(b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized 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 making effective, tariffs and time schedules satisfactory to the Commission.

- (c) Subject to the authority of this Commission to change or modify such at any time, Pacific Electric Railway Company shall conduct said passenger stage operation over and along the following described routes:

Beginning at the intersection of Colorado Street and Los Robles Avenue (Pasadena), thence along Colorado Street, Rosemead Boulevard, Foothill Boulevard, First Avenue (Arcadia), Huntington Drive (thru Arcadia and Monrovia), Foothill Boulevard (Azusa), Citrus Avenue, Foothill Boulevard, Michigan Avenue (Glendora), Glendora Avenue, Alosta Avenue, Foothill Boulevard, San Dimas Avenue to its intersection with Benita Avenue (San Dimas).

- (3) That, except as hereinabove ordered in Paragraphs (1) and (2), Application No. 26636, Fifth Supplemental, First Amendment, be, and it hereby is, dismissed without prejudice.

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

Dated at San Francisco, California, this 13th day of January, 1947.

Harold A. Kula

Justus F. Casper

San W. Powell

A. F. Zimmerman

COMMISSIONERS