

Decision No. 40230

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PACIFIC ELECTRIC RAILWAY COMPANY for)
 an in lieu certificate of public)
 convenience and necessity.)

Application No. 26636
 11th Supplemental

C. W. CORNELL, for applicant

O P I N I O N

Applicant requests authority to extend its present Los Angeles-Alhambra-San Gabriel-Temple City-Arcadia motor coach service (1) by the addition of a new route commencing at Baldwin Avenue and Las Tunas Drive, Temple City, and extending 2.6 miles easterly to Mayflower Avenue, in South Arcadia.

Evidence in support of the proposal was received at a public hearing held April 2, 1947, at Temple City, before Examiner Gregory. No one opposed the requested extension.

Present service between Los Angeles, Temple City and Arcadia, applicant's passenger traffic manager testified, is provided with 31 coaches during peak hours and 12 coaches during the base, or off-peak period. Between Los Angeles and Temple City 99 round trips in each direction are scheduled daily except Saturdays and Sundays, with 83 round trips on Saturdays and 46 round trips on Sundays, thus providing a 12½ minute base service with more frequent service during morning and evening peak hours. Schedules between Temple City and Arcadia are maintained on a 30-minute frequency between approximately 5:30 a.m. and 8:00 p.m. for a total of 29 round trips daily except Saturdays and Sundays.

(1) Route 33, App. A, Dec. 38827, 45 C.R.C. 425, 432.

Service between Los Angeles and South Arcadia over the new route would be on the basis of 24 round trips daily, except Sundays and holidays, on an approximate frequency of 30 minutes between 6:00 a.m. and 8:00 p.m. Fares to and from South Arcadia would be the same as those presently in effect to and from West Arcadia. Applicant, it was stated, has recently placed in operation on its system 46 new motor coaches, and has added 7 coaches to its present Los Angeles-Temple City-Arcadia line. The new route, it was said, would therefore not require the addition of more equipment, and as sufficient layover occurs at Temple City under present operations, labor costs would not be materially increased, except during peak hours. Applicant's traffic manager was also of the opinion that though some pioneering might be necessary the extension should return costs of operation within 60 to 90 days following its inauguration.

About 50 residents interested in the proposal attended the hearing, and eight of these testified in support of the new service, which also had the backing of the Temple City Chamber of Commerce. There is considerable home building completed and under way along the proposed route and beyond the end of the line at Mayflower Avenue. The American Manor Subdivision, located south of Live Oak Avenue between 9th Street and Mayflower Avenue, now houses about 180 families, and some 50 additional homes are nearly completed in that tract. The Evergreen Sanatorium on Live Oak Avenue has just completed a new building to house about 40 persons in addition to the 49 that can now be accommodated in the old structure. Several patients have been removed from the sanatorium by their families, the owner said, because no public transportation was available for visiting purposes. The testimony indicates that residents along the proposed route, especially housewives, are stranded during the day when the husbands

take the family cars off to work. Shopping and other normal daily activities must be deferred until evening, when the cars return, or taxis must be employed to get to shopping centers. The witnesses were unanimous in their support of the proposal, and stated that not only they and their families would use the service, but that a canvass some of them had made of householders along the route indicated that those persons, too, would welcome it.

The evidence, in our opinion, clearly shows that the addition of the proposed route to applicant's present operations between Los Angeles, Temple City and Arcadia will tend to relieve the transportation problem faced by residents in the vicinity of South Arcadia, and that applicant is in a position to place the service in operation in close conjunction with its existing line between Los Angeles and Arcadia. We will therefore authorize the new route as an extension of the present route described in Appendix A of Decision No. 38827 as Route 33. As need for the service appears to be acute, the following order will be made effective on the date thereof.

O R D E R

A public hearing having been held on the application filed herein, the matter having been submitted, the Commission being fully advised, and good cause having been shown therefor,

IT IS ORDERED:

(1) That Route 33 as described in Appendix A of Decision No. 38827 herein be and it is hereby amended by adding thereto the following:

"Also from Las Tunas Drive and Baldwin Avenue (Temple City) via Las Tunas Drive and Live Oak Avenue to Mayflower Avenue (South Arcadia)."

- (2) Applicant is authorized to turn its motor vehicles at termini, or at points en route where it is necessary to serve a loading point, either in the intersection of streets, or by operating around a block contiguous to such intersection, provided that municipal traffic regulations are observed and complied with.
- (3) 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 the service herein authorized, and shall comply with General Order No. 79 and Part IV of General Order No. 93-A by filing in triplicate and concurrently making effective appropriate tariffs and time tables.

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

Dated at San Francisco, California, this 6th day of May, 1947.

Harold Hula

Charles Powell

Q3 [Signature]

[Signature]
COMMISSIONERS