

**ORIGINAL**

Decision No. 44161

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of )  
PACIFIC ELECTRIC RAILWAY COMPANY, a )  
corporation, for authority to make ) Application No. 30095 (1)  
certain changes in its rail and motor )  
coach system. )

C. W. Cornell and E. D. Yeomans for Pacific Electric Rail-  
way Company; Emmett A. Tompkins for City of Alhambra; James A.  
Nicklin for City of El Monte; Irving M. Smith and Joseph B. Lamb  
for City of Long Beach; Roger Arnebergh, K. Charles Bean, and T. M.  
Chubb for City of Los Angeles; Thomas W. LeSage for City of Lynwood;  
George S. Dennison for City of Newport Beach; H. Burton Noble for  
City of Pasadena; T. Guy Cornyn for City of Sierra Madre; E. E.  
Gigas for City of South Pasadena; Walter L. M. Lorimer for Alhambra  
Park Property Owners Ass'n; L. E. Brown (System Federation No. 159,  
A.F.L., Pacific Electric Lines) for American Federation of Labor;  
Fred L. McCulley for American Train Dispatchers Association (Pacific  
Electric Lines); James Alderson for Artesia Chamber of Commerce;  
Harry N. Montz for Baldwin Park Chamber of Commerce and Baldwin  
Park Property Owners Ass'n, Inc.; G. W. Ballard (for F. L. Pellett,  
California Legislative Board) and H. W. Wilkins for Brotherhood of  
Railroad Trainmen; H. W. Wilkins for Joint Committee of Standard  
R. R. Labor Representatives (Pacific Electric Lines); R. V. Rachford  
for Brotherhood of Railway & Steamship Clerks; Evert L. Parker  
(Utility Union Council) for C.I.O.; Ritchie G. Crownfield for  
Eastside Chamber of Commerce; John L. Kelly for Long Beach Shore  
Line Coordinating Council, Inc.; Henry L. Bear and Martin H.  
McDonald for Lynwood Chamber of Commerce; Orrin W. Rex and Edwin C.  
Heath for Pasadena Chamber of Commerce; John W. Holmes, Jim Wilson,  
and David Fulwider for The 16 Associated Chambers of Commerce of  
San Fernando Valley; Mrs. C. W. Harger for Southwest Alhambra  
Property Owners Ass'n; Emmett A. Tompkins for Southwest and South-  
east Property Owners Ass'n; protestants. T. Guy Cornyn for the  
City of Arcadia; P. J. Tschanner for the City of Azusa; Archie L.  
Walters and Harmon R. Bennett for City of Burbank; Fred O. Gregg  
for the City of Glendora; Paul F. Garber for the City of Monrovia;  
Neveille R. Lewis for the City of San Fernando; Woodward M. Taylor  
for the City of San Marino; John K. Colwell for the City of Santa  
Ana; Rodney F. Williams, A. J. Eyraud, Don L. Campbell, and R. C.  
Cale for Asbury Rapid Transit System; E. E. East for Automobile

(1)

At the outset of these proceedings 3rd Supplemental Application No. 26636 was consolidated with the instant application. This application concerned the Los Angeles-Van Nuys via Riverside Drive motor coach service and during the course of the proceedings it was withdrawn by stipulation. Accordingly this matter will not be determined in this decision.

Club of Southern California; J. M. McFadden for Azusa Motor Bus Company; Edward B. Kennedy for Bellflower Chamber of Commerce; Fred L. Mowder for Central Business District Association; Leicester Wagner for Chapman Woods Association, Inc.; J. R. Hunt for Culver City Chamber of Commerce; Earle S. Eastham for Transportation Committee, City of Culver City; Carl Bush for Downtown Business Men's Association; Fred O. Gregg for Glendora Chamber of Commerce; H. J. Deuel for Huntington Drive Improvement Association; Howard P. Mason for Los Angeles Chamber of Commerce, Metropolitan Traffic and Transit Committee; Art Hewitt for Los Angeles Herald & Express; Stuart M. Bate for Los Angeles Traffic Association; S. M. Lanham and D. D. Canning for Los Angeles Transit Lines; R. A. Hauer, Jr. for Pasadena City Lines, Inc.; Clara McDonald and Joy A. Winans for Peoples Lobby of California; Mark S. Trueblood for Rapid Transit Development Committee of Greater Los Angeles; Stanley H. Bates for Santa Ana Chamber of Commerce; Commander C. R. Simmers, U.S.N., for United States Navy; Hoit C. Vicini for Venice Chamber of Commerce; Charles B. Goldsmith; Mrs. Frances L. Mahler; Mrs. Nancy Mann; Walter S. Naish; Albert Unruh; Robert E. Reed for Department of Public Works, Division of Highways; Jessie L. Braham; Cecil L. Dunn; Ernest L. Healy, Jr.; Mrs. Ed. Illing; Mrs. Mary V. Monks; Ben Moore; Glen L. Snyder; Robert A. Waring; George R. Frampton for Artesia Chamber of Commerce; Theodore Heline; interested parties. J. G. Hunter for The Public Utilities Commission.

#### O P I N I O N

By application filed February 25, 1949, as amended on October 27, 1949, Pacific Electric Railway Company seeks authority from this Commission to effect certain changes in its existing rail and motor bus passenger transportation service, which changes are set out in detail in the application, and are summarized as follows:

##### PASADENA SHORT LINE

Continue the present rail operations pending completion of further studies.

##### PASADENA OAK KNOLL LINE

Discontinue rail passenger operations, abandon rails and substitute therefor motor coach service over a parallel route.

MONROVIA-GLENDORA LINE

Discontinue rail passenger service and substitute therefor motor coach service over a parallel route.

Abandon the rails beyond El Molino Junction and through Monrovia.

Continue freight operations from Arcadia to Monrovia over the old Duarte Branch of the Southern Pacific tracks, and thence to Glendora over existing Pacific Electric tracks.

Construct a new rail line from a point near Azusa on the Glendora Line to the Covina Line for freight operation only.

SIERRA MADRE LINE

Discontinue rail passenger operations, abandon rails, and substitute therefor motor coach service over a parallel route, subject to the following conditions:

- (1) During peak hours, motor coaches will be operated through to Los Angeles.
- (2) During off-peak hours and on Sundays the motor coaches will be operated as a shuttle service between San Marino and Sierra Madre.

BALDWIN PARK LINE

Discontinue rail passenger service and establish a motor coach service over a parallel route between Los Angeles and San Gabriel Boulevard, and between El Monte and Baldwin Park.

Service on the existing Valley Boulevard and Garvey Avenue motor coach lines will be increased.

Freight service over the entire Baldwin Park Line will be continued.

SIERRA VISTA LOCAL LINE

Continue the present rail operations pending completion of further studies. This line will be separated from the Watts Line and will operate along San Pedro Street, and into the rear of the 6th and Main Streets station. (1)

ALHAMBRA LINE

Abandon this line which is now used for freight only.

SANTA ANA LINE

Discontinue rail passenger service but augment existing motor coach service between Los Angeles and Santa Ana by the most direct route during peak hours.

Freight operations will be continued.

NEWPORT BEACH LINE

Discontinue rail passenger service and augment service on existing Los Angeles-Falboa motor coach line.

Freight operations will be continued.

WATTS LOCAL LINE

Continue the present rail service, but separate it from the Sierra Vista Line and reroute it into the Los Angeles terminal via San Pedro Street and the rail ramp to the Main Street Passenger terminal.

VENICE SHORT LINE

Discontinue rail passenger and freight operations and abandon rails over that portion of the line between the Subway Terminal and the end of the line at Santa Monica,

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(1) In conjunction with the proposed change in the Watts line, this will mean the complete elimination of Pacific Electric rail service on 9th Street west of San Pedro, on Main Street, on 1st Street, on Los Angeles Street, and on Aliso Street between Los Angeles Street and San Pedro Street.

except for a short piece of track in the vicinity of Culver City required for a freight connection between the Santa Monica Air Line and the Del Rey line.

In lieu of the passenger rail service proposed to be abandoned, applicant will establish a through motor coach service between Los Angeles and Ocean Park at Pier Avenue. At the latter point it will connect with the existing Los Angeles-Santa Monica via Beverly Hills motor coach line, the proposed new route to duplicate as nearly as possible that of the rail line, but in the downtown area to operate via Olive Street between the Subway Terminal and Venice Boulevard instead of via Hill Street.

SUBWAY-HOLLYWOOD BOULEVARD-SAN VICENTE  
BOULEVARD-ECHO PARK AVENUE LINES

Discontinue rail passenger operations and abandon tracks along Sunset Boulevard from Park Avenue to the Hill Street tunnel along private right of way and Hill Street to the subway terminal between Fourth Street and Fifth Street.

Discontinue passenger and freight operations and abandon tracks along San Vicente Boulevard between Vineyard and Olympic Boulevard.

Abandon the remainder of the tracks and discontinue freight service along San Vicente Boulevard and Burton Way between Olympic Boulevard and the connection with the Hollywood Line at Beverly Hills.

Discontinue rail passenger operations and abandon tracks along Echo Park Avenue from Sunset Boulevard to Cerro Gordo Street.

Establish a motor coach service to operate from 12th and Hill Streets via Hill Street and Sunset Boulevard to Vermont Avenue, with a branch line operating over Echo Park

Avenue from Sunset Boulevard to Donaldson Street. No substitute local service is proposed along Venice Boulevard from Hill Street to Vineyard, nor along San Vicente Boulevard from Vineyard to Olympic Boulevard.

Rail passenger service is to be retained from Beverly Hills Station via Hollywood Boulevard, Sunset Boulevard, and Glendale Boulevard but all of this service will necessarily be routed into the Subway whereas, at the present time, during certain periods of the day some of the service is operated on surface tracks via Hill Street.

SUBWAY-SANTA MONICA-WEST HOLLYWOOD-SAN FERNANDO VALLEY LINES

Discontinue rail passenger service and abandon rails between North Hollywood and Van Nuys. Substitute therefor motor coach service on a parallel route to be operated in connection with the Los Angeles-Van Nuys-via Riverside Drive motor coach line.

Discontinue that portion of the Hollywood-Ventura motor coach line between Tarzana and Woodland Hills and between Tarzana and Northridge. Establish a new branch of this line from Ventura Boulevard along Van Nuys Boulevard to Osborne Street in Van Nuys, and another new branch along Van Owen Street from Van Nuys Boulevard to the entrance to the Birmingham Hospital.

One-man cars will be operated on all passenger rail lines remaining in applicant's Western District.

Applicant also requests authority to revise the loading standards, although no specific standards are requested. However, the application states that in preparing the estimates of financial results of operation loading standards were used so as to provide a peak loading of 150 per cent on rail cars and 133-1/3 per cent on motor coaches of 45-passenger capacity, with the provision that there shall be no standees for periods in excess of thirty minutes.

Public hearings were held in Los Angeles, California, before Commissioner Potter and Examiner Syphers, on May 11 and 12; August 1, 2, 3, 4, 5, 8, and 10; September 19, 21, 22, and 23; October 19, 20, 27, and 28; November 2 and 3; December 14 and 15, 1949. The matter was submitted and the parties were granted permission to file concurrent briefs within two weeks after receipt of transcripts. Briefs have been filed only by John W. Holmes for the San Fernando Valley General Transportation Committee; Thomas W. LeSage and Cecil L. Dunn for the Cities of Lynwood and Santa Ana and the County of Orange; Charles B. Goldsmith, interested party; H. W. Wilkins for the Joint Committee of Standard Railroad Labor Representatives; and by C. W. Cornell and E. D. Yeomans for applicant.

Prior to a discussion of the evidence presented in these hearings, we will dispose of a technical point which arose in connection with Exhibit 107 marked for identification. This exhibit was offered in evidence by the attorney for the San Fernando Valley General Transportation Committee and was objected to by the attorney for applicant. The objection was sustained by the presiding Commissioner. However, the parties concerned were permitted to file memoranda of points and authorities relating to this ruling.

Exhibit 107 for identification consists of two pages. The information contained on the second page thereof pertaining to

the Pacific Electric Railway Company is in evidence in this proceeding through other exhibits. Accordingly, no issue is raised with respect to the second page of this exhibit. Page 1 purports to show the consolidated net income of the Southern Pacific Company for the years of 1942 to 1948, inclusive. The exhibit was offered without proper foundation, which fact in and of itself constituted sufficient grounds for sustaining the objection. Furthermore, the materiality of the proffered evidence as to the consolidated net income of the Southern Pacific Company is very questionable in view of the specific issues involved in this proceeding. The ruling of the presiding Commissioner in excluding said exhibit is affirmed.

The testimony and exhibits presented by applicant related to two major points: (1) That the applicant is suffering heavy financial losses from its present rail passenger operations and (2) The proposal of applicant is the only method under which these losses can be converted to a slight profit.

The president of the Pacific Electric Railway Company testified that it would cost approximately \$11,000,000 to rehabilitate the rails to accommodate both freight and passenger service and secure modern equipment. Even if this were done applicant estimates its losses from passenger operations would amount to approximately \$2,000,000 per year. Under the so-called "modernization program" wherein the applicant proposes to substitute motor coaches for some of its existing rail passenger equipment, the entire cost for bus substitution and rehabilitation of rails and rail equipment would amount to approximately \$4,500,000 and would result in an estimated profit from passenger operations of approximately \$567,000



per year. This witness further testified that the applicant had employed a consulting engineer to study its operations and submit a plan and that the plan submitted is the most satisfactory from the company's point of view.

The secretary and auditor of the Pacific Electric Railway Company submitted exhibits showing its financial condition. These exhibits show a net loss from rail passenger operations for the year 1948, of \$2,363,521, and for the five months ending May 31, 1949, of \$943,966. Exhibits presented by this witness also show that for the year 1948 the Pacific Electric Railway Company had a total operating income of \$878,604 and for the first five months of 1949 suffered an operating loss of \$295,085 from all operations, including freight and passenger.

The consulting engineer who made the study of the operations of applicant presented testimony consisting of a number of detailed exhibits and a volume of technical data relating to the portions of the Pacific Electric Railway Company's operations here under consideration. As a result of the studies conducted by and under the supervision of this witness, the proposals herein under consideration were made. The testimony and exhibits presented by this witness show that the company will strengthen materially its financial position if the proposed changes in operation, as originally applied for, are carried out. In addition to the proposals contained in the application, the company presented the estimated results of operation under an alternate method by substituting one-man P.C.C. cars for the present rail equipment on certain lines. Applicant's estimates of the volume of traffic were based on the number of passengers carried during the calendar year of 1948. The estimated net operating results under the various proposals are set forth in the following table which is compiled from exhibits presented by applicant's engineer.

APPLICANT'S ESTIMATED NET RESULTS OF OPERATION  
(BEFORE INCOME TAXES) UNDER PRESENT, PROPOSED AND ALTERNATE OPERATIONS  
 (Based upon 1946 Traffic)

Line	: Under : Present : Operations	: Under Motor Coach : Operations as Proposed : by Company in : Original Application : Present : Load Std.	: Under : Proposed(a) : Load Std.	: Under : Alternate : Proposals (b):
Venice Short Line	\$ <u>(193,900)</u>	\$ 6,652	\$ 36,417	\$ <u>(106,398)</u>
Santa Ana Line	<u>(204,079)</u>	2,386	-	<u>(76,597)</u>
Pasadena (via Oak Knoll)	<u>(132,631)</u>			<u>(63,186)</u>
Pasadena Short Line	<u>(46,305)</u>	153,385	200,704	21,405
Sierra Madre Line	<u>(64,618)</u>	<u>(24,844)</u>	<u>(2,533)</u>	<u>(96,319)</u>
Glendora Line	<u>(293,742)</u>	19,255	76,998	<u>(172,221)</u>
Baldwin Park Line	<u>(281,770)</u>	4,096	26,251	<u>(166,322)</u>
L.A. - Van Nuys - W. Hollywood	<u>(256,498)</u>	22,620	-	-
Ventura Blvd. Line	<u>(11,957)</u>	9,737	-	-
Birmingham Hosp. Line	<u>(6,529)</u>	-	-	-
L.A. - Van Nuys-Riverside Dr.	<u>(79,349)</u>	<u>(52,106)</u>	-	-
Hollywood Blvd.- Echo Pk.	<u>(177,778)</u>	251,574	-	-
Totals	<u>\$ (1,751,162)</u>	\$ 392,755		

(a) As explained in the foregoing opinion.

(b) Utilizing one-man P.C.C. Cars

(Red Figure)

The above estimates do not include any allowance for amortization of undepreciated property to be abandoned or cost of removal or rehabilitation of facilities, nor do they include any allowance for return on additional capital requirements.

Subsequent to submitting these estimates, the applicant requested and received permission to file an amendment to its original application. This filing was a result of a conference between representatives of applicant, the cities of Los Angeles and Pasadena and the Commission's staff. It was the purpose of the amendment to eliminate some of the controversial issues involved, including the desire of the City of Los Angeles to proceed with certain developments on Venice Boulevard; the desire of some of the parties for the Santa Monica Boulevard rail line to be continued; the opposition to operating the Hollywood-Van Nuys Line on Hollywood Boulevard; the desire of the State Department of Public Works, Division of Highways, for an early determination as to rail service on Hill Street so as not to interfere with plans for construction of the Hollywood Freeway; and the retention of the Pasadena Short Line and the Sierra Vista Line pending further studies. The company did not, however, offer supplemental exhibits reflecting the estimated results of operation under the amended proposals.

Several transportation engineers and a financial expert of the Commission's staff presented testimony and submitted exhibits setting forth the results of an operation based on the company's amended application. These estimates were predicated on traffic and price levels of labor and materials that obtained during October and November, 1949. The traffic levels on the various lines ranged from 10 per cent to 15 per cent lower than those prevailing during the calendar year of 1948.

The estimated operating results presented by the staff are summarized in the following table:

STAFF'S ESTIMATED NET RESULTS OF OPERATION (BEFORE INCOME TAXES)  
UNDER PRESENT, PROPOSED AND ALTERNATE OPERATIONS  
 (Based Upon October and November 1949 Traffic)

L i n e	Under Present Operation	Application Using Present Load Standards	Under Alternate Proposals*
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A. Before giving consideration to amortization, costs of removal and rehabilitation and return on additional investment required.

Venice Short Line	\$ (304,100)	\$159,900	\$ 9,500
Santa Ana Line	(110,400)	- (1)	(2,100) (2)
Pasadena (via Oak Knoll)	(336,200)	67,700	(154,000) (3)
Sierra Madre - Glendora and Baldwin Park Lines	(183,100)	(8,100)	(86,300) (3)
San Fernando Valley Lines	(420,200)	121,200	-
<b>TOTALS</b>	<b>\$ (1,354,000)</b>	<b>\$340,700</b>	

B. After giving consideration to amortization, costs of removal and rehabilitation and return on additional investment required.

Venice Short Line	\$ (356,400)	\$102,800	\$ (63,600)
Santa Ana Line	(165,900)	- (1)	(22,800) (2)
Pasadena (via Oak Knoll)	(457,300)	11,300	(268,000) (3)
Sierra Madre - Glendora and Baldwin Park Lines	(202,200)	(17,100)	(106,500) (3)
San Fernando Valley Lines	(457,300)	113,200	-
<b>TOTALS</b>	<b>\$ (1,637,900)</b>	<b>\$210,200</b>	

\* Alternate plans based on one-man P.C.C. Car operation unless otherwise noted.

- (1) Applicant proposed abandonment.
- (2) P.U.C. staff proposal of service to Bellflower.
- (3) P.U.C. staff proposal of one-man P.C.C. cars and motor coach operation.

(Red Figure)

Under any of the plans of operation considered, capital would be required to defray the expense of rehabilitation, cost of removal of existing facilities and purchase of new equipment and other facilities. The amounts of these expenditures were estimated by the staff engineers to be as follows:

(a) Under continued present operations	\$2,526,300
(b) Under operation as proposed by applicant	\$3,688,800
(c) Under alternate operations	\$4,322,300

The record shows that for many years, with the exception of a two-year period during the recent war, applicant has conducted its rail passenger operations at an annual financial loss. Its passenger motor coach operations, on the other hand, have been conducted at a profit, except for the first five months of 1949, the last period of record in this hearing. The president of the Southern Pacific Company testified that while his company previously had advanced cash and extended credit to applicant, it was not now its policy to continue to do so. He stated that the Southern Pacific Company, in line with this policy, would not finance any rehabilitation of the present Pacific Electric rail passenger service although the Southern Pacific Board of Directors has indicated a willingness to aid in the initial financing of the proposed motor coach substitution.

The vice president of applicant testified that it was the plan to purchase 200 units of new, modern motor coach equipment to replace the passenger rail service proposed to be discontinued.

The City of Los Angeles presented testimony through the Chief Engineer and General Manager of its Department of Public Utilities and Transportation. While it was the opinion of this

witness that applicant should be required to more completely explore the possibilities of alternate plans, he indicated that his department had not had sufficient time to make complete studies. No alternate proposals were presented by the City of Los Angeles either before or after the filing of the amended application. This witness pointed out some alleged defects in the operations of applicant and indicated that some of its difficulties, at least, were brought about by these defects.

The principal traffic engineer of the City of Los Angeles presented testimony relating to the desirability of removing the tracks on Venice Boulevard between Vineyard Avenue and Culver City in order to facilitate certain proposed street improvement projects, and also the desirability of removing all rail operations from Hill Street in order to improve downtown traffic conditions. In the opinion of this witness the amended proposal of applicant would satisfactorily fit in with the city's plans.

The San Fernando Valley General Transportation Committee, representing various chambers of commerce in the San Fernando Valley, presented testimony through a consulting engineer. This witness had made an analysis of the proposals of applicant and also certain studies relating thereto. It was his opinion that the applicant's proposals are incomplete and that further studies should be made. While he did not present any specific proposals, he did state that other alternatives should be sought before the drastic step of removing rails is taken. This witness presented data relating to applicant's lines and in particular to those operating in the San Fernando Valley. Another witness for this committee testified as to the rapid growth in population and business establishments in the San Fernando Valley area.

The Cities of Lynwood and Santa Ana and the County of Orange produced a witness who gave oral testimony and

presented a number of exhibits containing a large amount of data relating principally to conditions in the territory between Los Angeles and Santa Ana. The witness pointed out the rapid growth in population and in business establishments in that area. He also presented some suggested alternate proposals and testified, as did some of the other witnesses, that in his opinion the studies of the Pacific Electric Railway Company were incomplete and further studies should be made before any action by this Commission.

The general chairman of the Brotherhood of Railroad Trainmen, Pacific Electric Lines, testified and presented detailed exhibits relating to the operations of various types of rail cars and comparing various features of these cars with each other and with modern coaches. It was the opinion of this witness that applicant was not using modern rail equipment and that the solution to its problems would be for it to give a fair trial to modern rail equipment and techniques. He further pointed out that additional buses would greatly add to the congestion in the downtown Los Angeles area.

The assistant general manager and director of the Transportation Department of the Downtown Business Men's Association of Los Angeles likewise presented testimony as to the crowded conditions in downtown Los Angeles, with particular reference to Hill Street. Among other things he pointed out that additional buses on Hill Street might not provide additional transportation in peak hours because motor vehicle traffic on that street is now near the saturation point. This witness likewise expressed the opinion that applicant's studies are incomplete, particularly with reference to the downtown business area.

Numerous public witnesses representing themselves individually, and various citizens' groups presented testimony both in support of

and in opposition to the proposed plan. All this testimony related primarily to the desires and needs of these individuals and the groups they represented.

The City Attorney for the City of El Monte introduced into evidence deeds showing restrictions which may require the maintenance of passenger service in order to maintain the right of way on the Baldwin Park Line for freight.

The Chairman of the State Assembly Special Interim Committee to survey Los Angeles County transportation problems testified that his committee is holding hearings to determine whether it is feasible to establish a rapid transit district in the Los Angeles area. It was his opinion that the granting of the Pacific Electric Railway Company's application would adversely affect any plans for a rapid transit district because the rights of way now held by Pacific Electric Railway Company may be needed in the future. The chief administrative officer and purchasing agent for Los Angeles County testified that the county has appropriated \$300,000 to conduct a survey which will explore, among other things, the possibilities of a rapid transit system. The order herein will provide that applicant shall retain the rights of way involved in this proceeding for a period of one year from the effective date thereof.

A representative of the California Department of Public Works, Division of Highways, testified that an early decision as to the disposition of the existing rail lines on North Hill Street is desirable so that the plans and construction of the Hollywood Freeway may not be hampered.

It was contended by some of the parties that applicant is not suffering financial distress inasmuch as it is presently realizing a profit from its freight operations and, therefore, the Commission should view these operations as a whole and consider the combined financial results from both freight and passenger operations.



The following table shows the operating income of the company from the year 1936 segregated among freight service, passenger service, and the Pacific Electric Railway building operation. The passenger service income is further segregated between rail and motor coach operation.

OPERATING INCOME IN THOUSANDS OF DOLLARS

Year	Total System	Freight	Passenger			Pac. Elec. Railway Building
			Total	Rail	Motor Coach	
1936	(18)	836	(937)	(938)	1	83
1937	(688)	609	(1,328)	(1,385)	57	31
1938	(827)	657	(1,597)	(1,677)	80	113
1939	(609)	899	(1,465)	(1,602)	137	(43)
1940	(265)	1,285	(1,482)	(1,856)	374	(68)
1941	480	1,404	(879)	(1,315)	436	(45)
1942	3,447	2,394	996	(381)	1,377	57
1943	7,460	4,408	2,967	810	2,157	85
1944	3,420	1,733	1,637	339	1,298	50
1945	1,548	1,161	348	(422)	770	39
1946	486	1,074	(607)	(2,168)	1,561	19
1947	(838)	1,851	(2,794)	(3,426)	632	105
1948	879	2,642	(1,974)	(2,353)	389	211
1949*	(295)	653	(1,032)	(944)	(88)	84

(Red Figure)

\* Five months ended May 31, 1949.

An analysis of all of the evidence presented in this record, together with the briefs which have been filed, leads us to the conclusion that applicant should be afforded some measure of relief, but not entirely to the extent requested. Accordingly, we set out hereinbelow a discussion of each of the lines involved in the application with reference to some of the existing conditions and the effect of the proposed changes, or of certain amendments to these proposals which we believe should be instituted.

Northern District Lines

Applicant proposes to continue operations on the Pasadena Short Line and the Sierra Vista Local Line and make further studies as to the results of operations on these lines. In order that these studies may encompass a test period during which time the operations would be conducted under favorable conditions, it is important that certain obvious additional abandonments and changes in methods of operation be made at this time. With discontinuance of passenger rail service on the Pasadena Oak Knoll, Sierra Madre, and Monrovia-Glendora lines, it does not appear that there would be any justification for the continuation of the four track system between Indian Village and Onconta Park, as it should be possible to operate both the Sierra Vista local service and the Pasadena Short Line service over the two inner tracks without interference or appreciable increase in running time.

In the interest of economy, these services should be conducted through the use of 600-750-class equipment converted for one-man operation. No obstacle would present itself to this type of operation since the only area in which freight service would be encountered is through the Macy Street and State Street yards, where operations are all under yard rules handled by switch tenders and the rail line is block signaled. These and any other steps which can be taken to minimize the cost of operation of these two services appear to be essential in the conduct of a fair test.

As to the Pasadena Oak Knoll, Sierra Madre, and Monrovia-Glendora lines, the evidence in this record justifies applicant's proposals with the exceptions hereinafter noted. All of these lines are suffering financial losses which will be reduced in the case of the Sierra Madre line, and converted into profits in the case of the other two. The proposed motor coach service in the light of this record will provide a satisfactory substitute for these rail lines.

Applicant's proposal to divert freight from the Monrovia-Glendora line to the Baldwin Park line is dependent on the proposed construction of a new rail connection between these lines. Therefore we will authorize the substitution of motor coach service on the Monrovia-Glendora line provided passenger rail service be retained on this line as long as the tracks are used for freight or any other purpose.

Applicant proposes to discontinue passenger service on its Baldwin Park line between Valley Junction and the end of the present passenger line at Baldwin Park, a distance of 14.5 miles. This is a double track line, with the exception of the two single track bridges over the Rio Hondo and the San Gabriel River, respectively. The rail is all used 90-pound steel laid in 1947, except for approximately 34,000 track feet of 75-pound rail laid during the years 1918 and 1947. Approximately 10,000 track feet of 75-pound rail laid in 1918 is in need of renewal but otherwise the track is in fair condition.

With the abandonment of passenger service on the Baldwin Park line, applicant proposes to establish a parallel motor coach line, except that no substitute service would be operated between San Gabriel Boulevard and El Monte, a distance of approximately three miles.

Exhibit 99 shows that, on Wednesday, April 27, 1949, in the outbound direction, there were 229 passengers aboard Baldwin Park line

cars, destined to points between San Gabriel Boulevard and El Monte. If service on the proposed new motor coach line were to be extended to Walnut Grove Avenue, the number of passengers without substitute service would be reduced to 112 and the majority of this latter number are located within one-half mile of existing service along Valley Boulevard.

The following statement is a staff estimate of the cost to rehabilitate the Baldwin Park line to a standard adequate for passenger service between Valley Junction and Baldwin Park.

	<u>Ensuing Year</u>	<u>Additional for Ensuing 5 Years</u>
Rail Renewals (Replacing present 75-pound rail with new 90-pound rail)	\$ 34,529	\$ 26,224
Ballast	10,877	2,490
Surface and Line	51,259	-
Tie Renewals	26,860	65,491
Overhead	-	<u>99,635</u>
Total	<u>\$123,525</u>	<u>\$193,840</u>

#### Southern District Lines

Applicant proposes to discontinue passenger service on the Santa Ana line between Watts Junction and Santa Ana. With the exception of 0.66 miles of double track east of Watts Junction, the Santa Ana line is single track between Watts Junction and Bellflower, a distance of 7.83 miles. The rail is the original 60-pound steel laid in 1905, with the exception of 3,400 track feet of used 90-pound rail laid in 1945 and 2,400 track feet of 75-pound rail laid in 1925. All the 60-pound and 75-pound rail should be renewed within the ensuing year. There are no block signals on this line.

Between Bellflower and Fifth Street, Santa Ana, a distance of 16 miles, the line is single track. From Fifth Street, Santa Ana it is double track to the depot at Santa Ana, a distance of 2.13

miles. The rail is the original 60-pound laid in 1905, with the exception of 6,900 track feet of 70-pound rail laid in 1910, 25,000 track feet of 75-pound rail laid in 1914, and 19,000 track feet of 128-pound girder rail laid in the pavement in the center of Fourth Street, Santa Ana. If passenger service is to be continued, the 60- and 70-pound rail should be replaced during the ensuing year. The 75-pound rail is in fair condition and should be replaced during the ensuing five years. The 128-pound girder rail was laid in 1946 and is in good condition.

The following table shows the staff estimate of the cost of rehabilitating the Santa Ana line for a satisfactory passenger service.

	: Ensuing : Year	: Additional : For Ensuing : Five Years
<b>WATTS JCT. TO BELLFLOWER (7.83 Miles)</b>		
Rail Renewals (Replace with 90-lb.)	\$158,926	\$ -
Ballast	3,665	-
Line and Surface	15,797	-
Tie Renewals	12,759	21,528
16 Block Signals	76,800	-
16 Oil Buffer Switches	5,920	-
4 Additional Sidings	12,080	-
Overhead	-	19,000
Total	\$285,947	\$ 40,528
<b>BELLFLOWER TO SANTA ANA (18.16 Miles)</b>		
Rail Renewals	\$248,717	\$ 91,300
Ballast	24,694	2,142
Line and Surface	30,930	-
Tie Renewals	18,090	47,715
25 Block Signals	124,800	-
26 Oil Buffer Switches	9,620	-
6 Additional Sidings	18,000	-
Total	\$474,851	\$ 141,157
Grand Total	\$760,798	\$ 181,685

Exhibit No. 20 shows that, on August 9, 1948, in the in-bound direction, there was a total of 2,382 passengers carried from Santa Ana to Watts, and intermediate points. Of this number 1,405 originated along the line between Bellflower and Watts a distance of

8 miles, while only 977 boarded the cars between Santa Ana and Bellflower, a distance of 18 miles. Included in the latter number were 644 passengers who originated in Santa Ana, many of whom will continue to have an alternate service by the existing Pacific Electric motor coach line. Furthermore, in the area between Bellflower and Santa Ana there is some existing motor coach service. Moreover we have this day issued a certificate of public convenience and necessity to John W. Clayton, doing business as Santa Ana-Garden Grove Bus Line, to conduct a passenger stage operation between Santa Ana and the intersection of Huntington Beach and Garden Grove Boulevards.

Under applicant's proposed plan of operation, all passenger rail service on the Santa Ana line will be discontinued and Santa Ana will be served by the existing motor coach line supplemented by an express service over an alternate route to Los Angeles. The present rail service to Watts will be continued, but the area between Watts and Bellflower, according to this record, likewise warrants some service. The only proposal before us which will provide service to this area, due to the lack of a highway paralleling the present rail line, is that of retaining the rail passenger service between these points. For these reasons the discontinuance of rail service on this portion of the line will not be authorized and applicant will be ordered to maintain the rail facilities at a standard reasonably comparable with the requirements of the traffic.

With respect to that portion of the line between Bellflower and Santa Ana, the small volume of traffic offered amply justifies granting the relief sought herein, in view of the fact that the continuation of passenger service on this section of the line will require an expenditure of about \$475,000 during the ensuing year.

Applicant's proposal, as it relates to the Newport Beach line, would have the effect of discontinuing rail passenger operations

for but two round trips a day during the summer and one round trip a day during the remainder of the year. Additional motor coaches on the existing Los Angeles-Balboa motor coach line will provide a reasonably adequate service.

Applicant's proposal contemplates splitting the Watts-Sierra Vista line into two rail lines, and to effect a rerouting in downtown Los Angeles. Since the Watts portion of the present line carries many more passengers than does the Sierra Vista portion, a more satisfactory scheduling and use of the cars should result from the proposal. The rerouting would move Pacific Electric rail operations from Main Street to San Pedro Street, which would provide substantially the same service as at present and relieve traffic congestion on Main Street.

#### Western District Lines

A portion of the area between North Hollywood and Van Nuys is served by applicant's rail line operating from downtown Los Angeles, a distance of approximately 20 miles. In this proceeding authority is sought to discontinue rail operation between North Hollywood and Van Nuys, a distance of 6.25 miles, and coincident therewith provide the area with a substitute motor coach service.

Beyond North Hollywood, applicant operates over Southern Pacific's single track Chatsworth branch, a distance of two miles to Kester Junction. This section is all open track in private right of way, which is paralleled on each side by Chandler Boulevard. The joint-track arrangement had its origin in March, 1938, following the heavy storms which washed out the bridges and portions of applicant's parallel single track. Beyond Kester Junction, service is over Pacific Electric's single track line along private right of way between the two parallel roadways of Chandler Boulevard to Van Nuys

Boulevard, a distance of about two miles. At Van Nuys Boulevard the line turns north, continuing in a private right of way between the two parallel roadways of Van Nuys Boulevard. This right of way extends from Chandler Boulevard to a grade crossing with the Chatsworth branch of the Southern Pacific north of Oxnard Street, a distance of about one mile. North of this crossing, applicant operates over a double-track line in the center of the paved area of Van Nuys Boulevard, to Vanowen Street, a distance of about one mile. Beyond Vanowen Street, a single-track line continues north in private right of way between the two roadways of Van Nuys Boulevard to the end of the line at Wyandotte Street, a distance of about a half mile.

The number of passengers carried on that portion of the Los Angeles-Van Nuys line between North Hollywood and Van Nuys, based upon an origin and destination check taken Thursday, October 28, 1948, is as follows:

Total number of passengers carried, inbound, on the entire line	8,574
Those boarding between Van Nuys and North Hollywood	2,817
Total number of passengers carried, outbound, on the entire line	8,138
Those destined to points between North Hollywood and Van Nuys	2,130



The record shows that it would require the expenditure of approximately \$372,000 to rehabilitate the track (both Southern Pacific track and that of Pacific Electric) between North Hollywood and Van Nuys for first-class passenger rail operation. Of this amount, \$230,000 is the estimated cost of reconstruction of the track with 128-pound girder rail in Van Nuys Boulevard between the Southern Pacific crossing and Vanowen Street. This portion of the expense is brought about entirely by requirements of the City of Los Angeles which provide that in all instances where city streets are repaved and tracks relaid they must be of the heavy girder rail construction. This is a situation over which applicant or this Commission exercises no control, but until such time as Van Nuys Boulevard is repaved and the expenditure above described becomes necessary, we are of the opinion that we must decide this matter in the light of conditions as they now exist. There is evidence in the record tending to show that all of the track along Chandler Boulevard between North Hollywood and Circle Drive is in need of maintenance. The testimony indicates, however, that this section of track is in better condition than that which prevails on many other portions of applicant's system. The record will also show that the trackage in Van Nuys Boulevard from Circle Drive north is 70-pound rail in sufficiently good condition to enable applicant to provide rail service over it for a reasonable period without abnormal maintenance expenditures.

In view of this record we are of the opinion that applicant's proposal to discontinue rail passenger operations between North Hollywood and Van Nuys is not justified at this time.

Under the plan proposed by applicant, the rail operation between Los Angeles and North Hollywood is to be conducted under one-man operation. The retention of passenger rail service beyond North Hollywood need not hinder this plan. While it is true that applicant's operations between North Hollywood and Kester Junction are conducted over Southern Pacific tracks, and also that there are no block signals along these tracks, nevertheless, we believe applicant could meet this situation by shuttling an extra man over this portion of the run, thereby providing a two-man operation between North Hollywood and Kester Junction and one-man operation over the balance of the line.

The substitution of motor coach service for rail on the Venice Short Line will permit the removal of rails along most of the existing line. The public will be afforded a reasonable substitute service and the street improvements contemplated by the City of Los Angeles will be facilitated. Certain portions of the streets could be widened and improved and crossings constructed. This proposal, in conjunction with other proposals, also will permit the removal of applicant's tracks from Hill Street in downtown

Los Angeles, which, according to the evidence in this record, is desirable and will improve traffic conditions. The substitute motor coach service will operate in the downtown area via Olive Street instead of Hill Street.

In order for this motor coach service to provide a reasonably adequate substitute, there should be a local bus service between the storage terminal on Olive Street and Vineyard Avenue.

The proposals relating to the Subway-Hollywood Boulevard, San Vicente Boulevard and Echo Park Avenue lines, according to this record, will convert a present operating loss into a profit. The motor coach substitution will enable applicant to provide a superior service. The rerouting of remaining rail lines via the subway will aid in removing traffic congestion on Hill Street. However, the Echo Park Avenue motor coach service should extend beyond Baxter Street to Donaldson Street, and on the other end of the run should extend to 15th and Hill Streets in order to provide a motor coach service as nearly comparable to the existing rail service as possible. The proposed Sunset Boulevard motor coach line also should extend to 15th and Hill Streets.

As to the proposal to discontinue existing motor coach service between Tarzana and Woodland Hills, and between Tarzana and Northridge, the uncontroverted evidence shows that there is insufficient patronage to justify their continuance.

#### CONCLUSIONS

Our decision in this matter is based upon the amended application as we have modified it by imposing the conditions and restrictions indicated. We must conclude, after thorough consideration of all of this record, that this amended proposal was made in good faith by applicant and it can be placed in operation. Furthermore

many of the objections to the original proposals were removed by these amendments, arrived at in the conference among the interested parties.

It is apparent from this record that applicant's track structure and rolling stock is in many respects in an unsatisfactory condition. Estimates show that to bring these facilities up to a desired standard will require an investment of approximately \$11,000,000. This situation has developed as a result of considerable deferred maintenance, particularly in the case of the track structures. In many respects the rolling stock is not attractive to the public and is expensive to operate. Most of the cars have been in service over a long period of time and do not possess the public appeal that obtains in modern lightweight equipment with safer and more comfortable features.

The evidence is uncontroverted that applicant's present rail passenger operations are being conducted at substantial losses and that for the first five months of 1949 the entire system was operated at a loss. In reaching a decision in this matter, this Commission can not ignore this situation. It would not be in the public interest to require this applicant to continue to conduct its passenger rail operations as at present when the overwhelming evidence in this record points to the conclusion that by so doing applicant would sustain future losses and that these losses would continue to be an undue burden on its entire system. The evidence clearly demonstrates that applicant can not continue to operate its outmoded and obsolete rail facilities at the losses indicated in this record.

Regardless of theoretical niceties, we must come to the very realistic conclusion that any rehabilitation of present facilities, or any other substitute plan, would require substantial sums of additional capital. On this record there is none, other than applicant, who has come forward with any practical method of obtaining such financing. Since the proposal submitted by applicant as hereinafter modified will provide reasonably adequate service and is the only practical plan suggested which can be instituted at this time, we find it to be in the public interest to authorize the changes in service as provided in this decision. In so doing, we are taking into account applicant's commitment to provide new, modern motor coaches to replace the rail passenger facilities.

The management of this system has been severely criticized by various witnesses for its failure to keep abreast with current transportation needs and developments. There is justification for this criticism. In response to this criticism, the Commission is requiring applicant to submit a program of financing, accounting and procedure in carrying out the terms of this order, to insure that the authorized program will be carried to a satisfactory completion.

The public is entitled to adequate passenger service, and it has a right to expect the utility in the field to meet this responsibility. The program outlined in the following order is designed to meet the reasonable needs of the patrons of this carrier, keeping in mind the type of service that can be provided at the lowest reasonable fares. In the last analysis, the utility must earn from fares and charges sufficient revenue to defray the expense of providing that service if it is to be continued on an enduring basis. The record clearly shows that the passenger rail operations of applicant have been conducted at a loss over a long period of time.

On the other hand, its motor coach service has been operated at a profit. In fact, the last financial results contained in this record show that applicant's entire system is conducted at a loss. Unless some revision is made in this situation to improve the financial position of applicant, the entire passenger service is in jeopardy.

In reaching the foregoing conclusions, we have in mind the very serious financial and service problems which have been experienced since the war by practically all metropolitan mass transit utilities, including those publicly operated. The war apparently served to delay, but failed to halt, a definite trend toward abandonment of surface rail facilities in congested metropolitan areas and the substitution of motor coaches.

The Commission's staff estimates indicate that, in this instance, the substitution of motor coaches for rail lines would result in a much needed improvement in the earning position of the applicant. Since these are considered estimates of staff engineering experts, and there being no evidence to the contrary, the Commission must accord them substantial weight in reaching a decision. The Commission deems it proper, however, to state that not in all circumstances has the substitution of motor coaches for rail lines in California metropolitan areas proved to be a solution for all of their transportation problems. These problems are further complicated by such related factors as heavy traffic congestion, caused by comparatively narrow city thoroughfares, parking conditions and the unprecedented increase in California motor car ownership and use.

It seems proper also, at this point, to allude to the very important role efficient management plays in meeting the manifold problems encountered in the urban mass transportation field. There

is no question in our minds but that in the past, the operations of this company have been lax at times, particularly with relation to the operation and maintenance of its equipment and facilities. The company is placed on notice here and now that wherever such management laxity exists, it should forthwith be terminated. This requirement is as necessary as the proposed bus substitution program for applicant's economic rehabilitation. The staff has been instructed to survey continuously the operations and keep the Commission advised at all times concerning the progress of this program. We are of the opinion that with strict supervision by efficient management, the proposals, as modified, will provide a superior service to that now rendered.

The showing made by applicant on this record does not justify any departure at this time from the loading standards heretofore prescribed by the Commission.

As heretofore stated, both a Special Interim Committee of the State Assembly and Los Angeles County are conducting surveys to determine the feasibility of establishing a rapid transit system in the Los Angeles area. Under the order herein, the main rights of way will be retained either for passenger or freight purposes. These include the Santa Ana, Baldwin Park, Sierra Vista, Watts, Van Nuys-North Hollywood, and the Pasadena Short Lines. The Monrovia-Glendora Line also will be retained as long as the tracks are used for freight. Furthermore, subject to further order of this Commission, applicant will be ordered to take no action which will dispose of any of its existing rights of way for a period of one year from the effective date of this order.

FINDINGS

(1) The amended proposal of applicant, with certain restrictions hereinafter set out, is in the public interest and will be approved.

(2) Northern District Lines

Service on the Pasadena Short Line and Sierra Vista Local Line shall be maintained with cars of the 600-750 class or P.C.C. class, equipped for one-man operation.

The substitution of motor coach service to replace the rail passenger service on the Pasadena-Oak Knoll, Sierra Madre, Monrovia-Glendora, and Baldwin Park Lines is in the public interest and will be authorized. However, rail passenger service on the Monrovia-Glendora Line shall be retained as long as the tracks between Los Angeles and Monrovia are used for any other purpose.

(3) Southern District Lines

Discontinuance of rail passenger service on the Santa Ana Line between Bellflower and Santa Ana, and on the Newport Beach Line, will be authorized.

The splitting of the Watts-Sierra Vista Line into two rail lines and the proposed rerouting in the downtown Los Angeles area will be authorized.

(4) Western District Lines

The proposals relating to the Venice Short Line will be authorized. However, we find that the applicant company shall maintain a local bus service between the terminal on Olive Street and Vinoyard Avenue.



The proposal to discontinue motor coach service between Tarzana, on the one hand, and Woodland Hills and Northridge, on the other, will be authorized.

The substitution of motor coach service for rail passenger service on the Echo Park Line likewise will be authorized. However, the substituted motor coach service shall be extended beyond Baxter Street to Donaldson Street and the proposed Echo Park and Sunset Boulevard motor coach lines shall be extended to 15th and Hill Streets.

(5) We further find that because of the far-reaching nature of these proposed changes and with a view towards insuring that the substitution of motor coach service for rail passenger service will be made in an orderly manner, the applicant shall submit for approval a program setting out in detail the changes to be made, the equipment to be used and the effective dates.

(6) Applicant shall, within sixty days from the effective date of this order, submit a definite plan for financing, accounting and placing into effect the changes authorized by the following order.

O R D E R

Application as above entitled having been filed, public hearings having been held thereon, the matter having been submitted, the Commission being fully advised in the premises and hereby finding that the public interest and the public convenience and necessity so require,

IT IS ORDERED:

(1) That subject to the conditions hereafter provided the Pacific Electric Railway Company be, and it hereby is, authorized to discontinue rail passenger service on the following lines:

Pasadena-Oak Knoll Line between the Pacific Electric Terminal on Los Angeles Street just south of 6th Street in Los Angeles (hereinafter referred to as the "Los Angeles Terminal") to Pasadena;

Monrovia-Glendora Line between the Los Angeles Terminal and Glendora;

Sierra Madre Line between the Los Angeles Terminal and Sierra Madre;

Baldwin Park Line between the Los Angeles Terminal and Baldwin Park;

Santa Ana Line between Bollflower and Santa Ana;

Newport Beach Line between the Los Angeles Terminal and Newport Beach;

Venice Short Line between Los Angeles and Santa Monica;

Hollywood Boulevard-San Vicente Line from Park Avenue and Sunset Boulevard to Genesee Street;

Echo Park Avenue Line from 11th and Hill Streets, via Hill Street, Sunset Boulevard, and Echo Park Avenue, to the terminus at Cerro Gordo Street.

(2) That the Pacific Electric Railway Company be, and it hereby is, authorized to abandon rails over the following described routes and discontinue rail freight operations over those portions of the several routes involved:

OAK KNOLL LINE

Commencing at Mile Post 4.470 at Indian Village in the City of Los Angeles, thence the two outside tracks of a four track electric line northeasterly on private right of way to Mile Post 8.250 at Oneonta Park in the City of South Pasadena, thence a four track electric line easterly on private right of way to Mile Post 9.838 at El Molino, City of San Marino, thence a double track electric line on private right of way and city streets northerly to Lake Avenue and Colorado Street in the City of Pasadena, westerly on Colorado Street to a connection with the Pasadena Short Line at Fair Oaks Avenue in the City of Pasadena, Mile Post 13.606, together with such crossovers, spurs, sidings, and other appurtenances as may be unnecessary in the continued operation of passenger rail service on the Pasadena Short Line and the Sierra Vista Line. A total length of 9.136 miles in the Cities of Los Angeles, Alhambra, South Pasadena, San Marino, and Pasadena.

MONROVIA-GLENDORA LINE

Commencing at a connection with the Oak Knoll Line at El Molino, City of San Marino, Mile Post 9.847, thence a double track electric line easterly on private right of way to a point near Huntington Drive in the City of Arcadia, Mile Post 15.663, thence a single track being the inbound track of a double track electric line, easterly on private right of way, to Mile Post 15.795, thence a double track electric line northerly on private right of way and easterly on city streets and private right of way to switch point in Olive Street, entrance to Station Grounds east of Myrtle Avenue in the City of Monrovia, Mile Post 17.837, together with crossovers, spurs, sidings, and other appurtenances. A total length of 7.990 miles, in the Cities of San Marino, Arcadia, Monrovia, and the County of Los Angeles.

SIERRA MADRE LINE

Commencing at a connection with the Monrovia Line at Huntington Drive in the City of San Marino, Mile Post 11.127, thence a double track electric line northerly on private right of way to a point near Colorado Street, City of Pasadena, Mile Post 12.921, thence a single track electric line northerly and easterly on private right of way to Michilinda Avenue, Mile Post 15.658, thence easterly on West Central Avenue and northerly on Baldwin Avenue and easterly through Station Grounds to end of line at Mountain Trail Avenue in the City of Sierra Madre, Mile Post 16.867, together with crossovers, spurs, sidings, and other appurtenances. A total length of 5.740 miles in the Cities of San Marino, Pasadena, Sierra Madre and the County of Los Angeles.

ALHAMBRA - SAN GABRIEL LINE

Commencing at a point near Fremont Avenue, Mile Post 7.776, said point being approximately 0.396 miles east of a connection with the Pasadena Short Line at Sierra Vista in the City of Alhambra, thence a single track electric line easterly on private right of way to a point near Palm Avenue, Mile Post 8.211, thence southerly on private right of way to a connection with the Southern Pacific track southerly of Mission Road, Mile Post 9.106, together with such crossovers or other appurtenances as may be unnecessary in the continued operation of passenger rail service on the Pasadena Short Line and Sierra Vista Line. A total length of 1.330 miles, all in the City of Alhambra.

VENICE SHORT LINE

Commencing at a connection with the West 16th Street Line at Vineyard Mile Post 5.569, thence a double track electric line westerly on private right of way to Mile Post 9.142, thence a single track, being the northerly track of a double track electric line westerly on private right of way to Mile Post 9.158, together with spurs, crossovers and other appurtenances. A total length of 3.589 miles, all in the City of Los Angeles.

Also, commencing at a connection with the Del Rey-Redondo Line at Mile Post 9.199, thence a double track electric line westerly on private right of way to Pacific Avenue, Venice, thence northerly on Pacific Avenue, private right of way and Ocean Avenue to Arizona Avenue, Santa Monica, Mile Post 17.319, together with crossovers, spurs, sidings, and other appurtenances. A total length of 8.120 miles in the Cities of Los Angeles and Santa Monica.

HOLLYWOOD AND WEST 16TH STREET LINES

Commencing at Park Avenue and Sunset Boulevard, Mile Post 2.600, thence a double track electric line easterly on Sunset Boulevard to entrance of tunnel near Hill Street, southerly on private right of way, and on Hill Street to Fourth Street Mile Post 0.00, continuing a double track electric line southerly on Hill Street, westerly and northwesterly on Venice Boulevard and private right of way to Mile Post 7.288,

thence continuing northwesterly on private right of way a single track electric line to Mile Post 8.512, thence continuing northwesterly and westerly on private right of way a double track electric line to a connection with the Hollywood Line in Beverly Hills, Mile Post 10.200, together with spurs, sidings, crossovers and other appurtenances. A total length of 12,800 miles in the Cities of Los Angeles and Beverly Hills.

ECHO PARK AVENUE LINE

Commencing at a connection with the Hollywood Line at Sunset Boulevard and Echo Park Avenue, Mile Post 2.296, thence a double track electric line northerly on Echo Park Avenue to a point near Montana Street, Mile Post 2.393, thence continuing a single track electric line northerly on Echo Park Avenue to end of line at Cerro Gordo Street, Mile Post 3.542, together with spurs, sidings and other appurtenances. A total length of 1.246 miles, all in the City of Los Angeles.

(3) That applicant be, and it hereby is, authorized to abandon that portion of its motor coach line, as authorized by Decision No. 40223, dated April 29, 1947, on Application No. 26636, 3d Supplemental, as follows:

Along Ventura Boulevard from Reseda Boulevard to Topanga Canyon Boulevard (Woodland Hills) and along Reseda Boulevard from Ventura Boulevard to the Southern Pacific Depot, Northridge.

(4) That a certificate of public convenience and necessity be, and it hereby is, granted to the Pacific Electric Railway Company authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 2 $\frac{1}{4}$  of the Public Utilities Act, for the transportation of persons along the routes and between the points hereinafter specified as an extension and enlargement of, and to be consolidated with, applicant's existing rights:

PASADENA OAK KNOLL LINE

Commencing at terminal just south of 6th Street, via Los Angeles Street (or as alternate, Pacific Electric Station at 6th and Main Streets, thence via Main Street), Sixth Street, San Pedro Street, Aliso Street, Ramona Freeway, down ramp to Mission Road, Mission Road, Huntington Drive (South), Main Street, Huntington Drive (South), Granada Avenue, Huntington Drive (North), Oak Knoll Avenue, Oak Knoll Circle, Lake Avenue, Colorado Street, and Fair Oaks Avenue to Walnut Avenue (Pasadena Car House).

Return via the reverse of the above route to Granada Avenue and Huntington Drive (North), thence via Huntington Drive (North) to Mission Road, thence via the reverse of the going route to 5th and San Pedro Streets (Los Angeles), thence via 5th Street and Maple Avenue to the Los Angeles Terminal.

LOS ANGELES-MONROVIA-GLENDORA LINE

Commencing at terminal just south of 6th Street, via Los Angeles Street, (or as alternate, Pacific Electric Station at 6th and Main Streets, thence via Main Street), Sixth Street, San Pedro Street, Aliso Street, Ramona Freeway, down ramp to Mission Road, Mission Road, Huntington Drive (South), Main Street, Huntington Drive (South), Holly Avenue, Huntington Drive, First Avenue (Arcadia), Colorado Boulevard, Mayflower Avenue (Monrovia), Olive Avenue, Shamrock Avenue, Huntington Drive, Foothill Boulevard (through Duarte and Azusa), Citrus Avenue, Foothill Boulevard and Michigan Avenue to Pacific Electric Station, Glendora.

Return via reverse of the above route to Holly Avenue and Huntington Drive (North), thence via Huntington Drive (North) to Mission Road, thence via the reverse of the going route to 5th and San Pedro Streets (Los Angeles), thence via 5th Street and Maple Avenue to the Los Angeles Terminal.

LOS ANGELES-SIERRA MADRE LINE

Commencing at terminal just south of 6th Street, via Los Angeles Street (or as alternate, Pacific Electric Station at 6th and Main Streets, thence via Main Street), Sixth Street, San Pedro Street, Aliso Street, Ramona Freeway, down Ramp to Mission Road, Mission Road, Huntington Drive (South), Main Street, Huntington Drive (South), Sierra Madre Boulevard, Kersting Court, Baldwin Avenue; and Highland Avenue, to Mountain Trail Avenue, Sierra Madre.

Return via Mountain Trail Avenue, Montecito Avenue, Baldwin Avenue, Kersting Court, Sierra Madre Boulevard to Huntington Drive (North), thence via Huntington Drive (North) to Mission Road, thence via the reverse of the going route to 5th and San Pedro Streets (Los Angeles), thence via 5th Street and Maple Avenue to the Los Angeles Terminal.

LOS ANGELES-WILMAR VIA HELLMAN AVENUE LINE

Commencing at Pacific Electric terminal just south of 6th Street, via Los Angeles Street (or as alternate, Pacific Electric Station at 6th and Main Streets, thence via Main Street), Sixth Street, San Pedro Street, Aliso Street, Ramona Freeway, Ramona Boulevard, Hellman Avenue and Walnut Grove Avenue to Garvey Avenue, Wilmar.

Return via reverse of above route to 5th and San Pedro Streets, Los Angeles; thence via Fifth Street, and Maple Avenue to the Los Angeles Terminal.

LOS ANGELES-BALDWIN PARK VIA GARVEY AVENUE AND SAN BERNARDINO ROAD LINE

Commencing at Pacific Electric Station at 6th and Main Streets, Los Angeles, thence via Main Street, Macy Street, Mission Road, Marengo Street, Fickett Street, Ramona Freeway, Ramona Boulevard, Garvey Avenue, Tyler Avenue, Columbia Street, San Bernardino Road and West Ramona Boulevard to Main Avenue, Baldwin Park.

Return via reverse of above route to Macy Street and Lyon Street, Los Angeles, thence via Lyon Street, Aliso Street, Los Angeles Street, Sixth Street, and Maple Avenue, to the Los Angeles Terminal.

LOS ANGELES-SANTA ANA LINE (EXPRESS)

Commencing at Pacific Electric Los Angeles Main Street Station at 6th and Main Streets, thence via Main Street, 6th Street, Whittier Boulevard, Boyle Avenue, 8th Street, Olympic Boulevard, Anaheim-Telegraph Road, Lakewood Boulevard, Firestone Boulevard, Manchester Avenue, Santa Ana Freeway (formerly Manchester Avenue and Santa Ana Boulevard), Main Street (Santa Ana), 3rd Street to Santa Ana Terminal.

Return via reverse of going route to 6th Street and Central Avenue, Los Angeles, thence via Central Avenue, 5th Street, and Maple Avenue, to the Los Angeles Terminal.

VENICE SHORT LINE

Commencing at Pacific Electric Bus Terminal on Olive Street between 4th and 5th Streets, Los Angeles; thence via Olive Street, Venice Boulevard, Pacific Avenue, Windward Avenue, and Main Street to Pier Avenue, Ocean Park. Return via reverse of above route.

HILL STREET-ECHO PARK AVENUE LINE

Commencing at 15th and Hill Streets, thence via Hill Street, relocated Hill Street, Sunset Boulevard, and Echo Park Avenue to Donaldson Street. Return via reverse of going route.

HILL STREET-SUNSET BOULEVARD-VERMONT AVENUE LINE

Commencing at 15th and Hill Streets, Los Angeles, thence via Hill Street, relocated Hill Street, and Sunset Boulevard to Vermont Avenue. Return via reverse of going route.

Applicant is authorized to turn its motor vehicles at termini or intermediate points either in the intersection of the streets or by operating around a block contiguous to such intersection in either direction, and to carry passengers as traffic regulations of the municipality may require.



The authority hereinabove granted shall be subject to the following restrictions:

LOS ANGELES-BALDWIN PARK VIA GARVEY AVENUE AND SAN BERNARDINO ROAD LINE

Applicant shall not transport passengers, baggage or express in the City of Los Angeles when origin and destination are points located on Marengo Street between Mission Road and Soto Street.

LOS ANGELES-SANTA ANA LINE (Express)

Applicant shall not transport passengers, baggage or express on the Los Angeles-Santa Ana Line in the City of Los Angeles when origin and destination are between its Main Street Station at Sixth and Main Streets and any point west of Indiana Street.

(5) That in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within one hundred and eighty (180) days after the effective date hereof, and upon not less than the periods otherwise herein prescribed, and in no case less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and shall 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.

(6) That the abandonments and substitutions of rail service hereinabove authorized are subject to the following conditions:

- (a) Changes in service shall be made only after thirty (30) days' notice to this Commission and to the public, and, where motor coach service is to be substituted for rail service, said motor coach service shall be inaugurated coincident with abandonment of rail service. Abandonment of freight service on the Venice Short Line and on the Los Angeles-Monrovia-Glendora Line between Onconta Park and Monrovia shall be coincident with or prior to the substitution of motor coach service.
- (b) On lines and routes where rail service is to be continued, the track shall be brought to a standard of maintenance reasonably comparable with the requirements of the traffic.

- (c) Motor coaches to be purchased shall be new, modern equipment and shall be equal or superior to the equipment described at the hearings in these proceedings in connection with the company's proposals. Particularly, shall such equipment contain forced ventilation and shall be designed in such a manner as to reduce noise, fumes, and odors to a practical minimum. Before any motor coach equipment is substituted for rail service, the company shall submit detailed specifications to this Commission and secure the Commission's approval.
- (d) Applicant shall continue to provide a local service between Vineyard Avenue and the Motor Coach Terminal on Olive Street between 4th Street and 5th Street.
- (e) Passenger rail service on the Monrovia-Glendora Line shall be retained as long as the tracks between Los Angeles and Monrovia are maintained for freight or any other purpose.

(7) That the Pacific Electric Railway Company is hereby authorized to establish one-man operation on its Pasadena Short Line, Sierra Vista Local Line, Subway-Hollywood Boulevard Line and the Subway-Santa Monica Boulevard-West Hollywood-North Hollywood-Van Nuys Line, subject to the following conditions:

- (a) That said operation shall not be established unless and until applicant is in a position to inaugurate, operate, and continuously maintain a 100 per cent one-man operation on each of said lines, except as may otherwise be necessary on the North Hollywood-Van Nuys Line.
- (b) That prior to commencement of the operations authorized herein, applicant shall obtain written approval of the Commission of all the safety features on cars proposed to be used for one-man operation on said lines.
- (c) That applicant shall provide ground loaders at such points as may, in the opinion of the Commission, be necessary to prevent unreasonable delay.

(8) That the passenger rail operations on the Sierra Vista and Pasadena Short Lines shall be continued and 600-750 or PCC class rail cars equipped for one-man operation, shall be utilized on these lines as soon as these cars become available.

(9) That within sixty (60) days from the effective date of this order and prior to the making of any changes, abandonments

or substitutions herein authorized, the Pacific Electric Railway Company shall submit in writing to this Commission a statement setting forth:

- (a) a definite plan for financing, accounting and placing into effect the program to be followed, including the proposed time within which any change is to be made,
- (b) the extent of compliance with the order of this Commission in Decision No. 41152, dated January 19, 1948, including the effect of the instant order on applicant's compliance with Decision No. 41152.

(10) That none of the existing rights of way shall be alienated for a period of one year from the effective date of this order except upon further order of this Commission.

(11) That this be a continuing proceeding and the Commission reserves the right to make such other and further orders in this matter as may be in the public interest.

(12) That failure of applicant to comply with any of the provisions of this order, without prior authorization of this Commission, will render the authority herein granted null and void.

In all other respects this application is hereby denied.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of May, 1950.

*A. J. Indurain*  
*Justice F. Coarces*  
*Lucretia Powell*

*Joseph H. Potter*  
 COMMISSIONERS

*I concur in the result only.*

- 43 - *Harold P. Huls*  
 Commissioner