

ORIGINALDecision No. 47942

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of PASADENA CITY LINES, INC.)
requesting authority to reroute) Application No. 33723
and extend a portion of its)
Colorado Street Route No. 1.)

Dunlap, Holmes, Ross and Woodson, by Kenneth A. Millard, for applicant. E. D. Yeomans for Pacific Electric Railway Company, E. O. Phillips, Mrs. Berkman, F. A. Roehrig, Mrs. Zilpha Riley, T. E. Kishbaugh, Mrs. L. Vorn, Violette S. West, Mrs. May Captain, Mrs. Louise R. Koocker, John C. Yates, protestants. Clarence A. Winder, vice chairman, Board of Directors, and Robert E. Michalski, Assistant City Attorney, for the City of Pasadena, and Mrs. F. C. Graham, interested parties. Fred G. Ballenger, Assistant Transportation Engineer, Public Utilities Commission.

O P I N I O N

Pasadena City Lines, Inc., is a passenger stage corporation operating as such pursuant to authority from this Commission in and around the cities of Pasadena, Arcadia and Monrovia. In Pasadena it operates a portion of its Colorado Street Route No. 1 from Colorado Street and Raymond Avenue, via Colorado Street, Daisy Avenue, Villa Street, Mercedes Street, Daisy Avenue, and Colorado Street to Rosemead Boulevard. (1)

(1) Decision No. 34072, dated April 1, 1941, on Application No. 23776. An extension of the line operates east from the intersection of Colorado Street and Rosemead Boulevard to Foothill Boulevard and Shamrock Avenue in Monrovia (Decision No. 36271, March 30, 1943, Application No. 25564; Decision No. 38453, November 27, 1945, Application No. 26745, 46 C.R.C. 225), and a leg extends south from the intersection of Colorado Street and Rosemead Boulevard to the intersection of Rosemead Boulevard and Valley Boulevard (Decision No. 40264, May 13, 1947, Application No. 27841).

Applicant proposes to discontinue service on that portion of the described route from the intersection of Daisy Avenue and Foothill Boulevard via Daisy Avenue, Villa Street, Mercedes Street, and Daisy Avenue to its intersection with Foothill Boulevard (a loop operation, the distance from Daisy Avenue and Foothill Boulevard to Daisy Avenue and Villa Street being .3 of one mile), and to extend its services from the intersection of Daisy Avenue and Foothill Boulevard easterly along Foothill Boulevard to Hastings Ranch Drive and northerly along Hastings Ranch Drive to Alegria Street, a total distance of $2\frac{1}{2}$ miles.

A public hearing on the application was held in Pasadena on October 7, 1952, at which oral and documentary evidence was presented and the matter was submitted for decision. Notices of the hearing were posted in all of applicant's buses from October 1 to October 7, 1952, both days inclusive, ⁽²⁾ and a notice was published in a newspaper of general circulation in ⁽³⁾ Pasadena.

Under present operations, service is rendered daily including Saturdays and Sundays. Applicant proposes to discontinue Sunday and holiday service. Fares will be ten cents or a token (two tokens for fifteen cents) with five cents additional for the second zone. The proposed fare break point is the intersection of Hastings Ranch Drive (the extension of Rosemead Boulevard north of Foothill Boulevard) and Foothill Boulevard. No new equipment will be required to render the service if the

(2) Exhibit No. 1.

(3) Exhibit No. 2.

proposed abandonment is authorized.

The Proposed Abandonment.

Applicant's superintendent of transportation stated that the proposed extension (see above) is possible only if service is abandoned north of the intersection of Foothill Boulevard and Daisy Avenue. Other than this statement, applicant presented no evidence relative to the abandonment except traffic checks made on six separate days showing the number of passengers boarding or alighting along the proposed abandonment, (4) and the bare statement that in order to perform the services via the proposed extension without abandoning service on Daisy Avenue additional equipment and drivers would be required. No evidence was presented to show the number of additional drivers or pieces of equipment required. The evidence, however, shows that the proposed schedules, if the extension is authorized, will be one schedule less than is operated at present (with no Sunday service), and that while the schedule calls for one hour and five minutes per trip, only 35 to 40 minutes are required. Ample time would appear to remain in which existing equipment and drivers could make the Daisy Avenue loop, a total distance of .7 miles.

(4) The proposed abandonment is a loop with a total length of about .7 miles and is about .3 miles from north to south. Exhibits 7, 8 and 9 show passengers on this loop only. Exhibit 7 shows: on Monday, September 29, 1952, an average of 3.37 passengers per trip were carried outbound and 3.62 passengers per trip inbound. On Tuesday, September 30, 1952, an average of 3.50 passengers per trip were carried outbound and 3.94 passengers per trip inbound. Exhibit 8 shows: on Friday, June 13, 1952, an average of 3.75 passengers per trip were carried outbound and 4.44 passengers per trip inbound. On Friday, January 25, 1952, an average of 4.38 passengers per trip were carried outbound and 4.94 passengers per trip were carried inbound. Exhibit 9 shows that on Saturdays and Sundays less than 2 passengers per trip were carried.

No evidence was presented relative to the financial status of the applicant, its revenue over the whole of the line, or applicant's whole system. The cost per mile of operation was not disclosed, nor was the financial ability of the applicant to absorb a loss, if there is any, shown. This Commission will deny an application for permission to abandon passenger stage service when, as here, the evidence does not disclose the over-all operation of the applicant sufficiently for the Commission to pass intelligently upon the merits of the application.

The City of Pasadena appeared in support of the proposed extension, ⁽⁵⁾ but its representatives stated that Pasadena did not favor the proposed abandonment of service north of Foothill Boulevard and believed that a more rational approach to this problem might be made.

Several protestants appeared in opposition to the proposed abandonment. One of these protestants presented a petition opposing the Daisy Avenue loop abandonment signed by 521 persons living in the area served by the loop.

The portion sought to be abandoned is a small part of one of applicant's present lines. It is a frequent condition that passenger stage corporations, in furnishing service, expect to and do operate portions of lines, which, taken by themselves, are noncompensating. We do not know, however, that the line, assuming that the passenger traffic counts are accurate, is not compensatory. As heretofore said, cost per mile of operation over either the Daisy Avenue loop or the whole line was not shown.

(5) Exhibit No. 3.

On the other hand, it affirmatively appears that there are approximately 500 persons, at least, who, however infrequently each individual uses the Daisy Avenue loop, do use the service collectively to the extent that 55 to 80 passengers use the loop portion on each week day.

For the reasons that applicant has not presented to this Commission a financial picture, or record of the operations of the line, and it affirmatively appears that a substantial number of persons use the portion of the line proposed to be abandoned, authority to abandon service along Daisy Avenue, Villa Street and Mercedes Avenue will be denied.

The Proposed Extension.

Applicant proposes to extend its services from the intersection of Foothill Boulevard and Daisy Avenue east via Foothill Boulevard to Hastings Ranch Drive, and thence north via Hastings Ranch Drive across Sierra Madre Boulevard to Alegria Street, a total distance of approximately 2½ miles one way. Fifteen schedules per day are contemplated, with no service on Sundays or holidays.

The extension along Foothill Boulevard will provide service to industrial establishments situated on or near Foothill Boulevard between Daisy Avenue and Hastings Ranch Drive. There are between 3,000 and 4,000 persons employed in these establishments.

The extension along Hastings Ranch Drive will provide transportation to approximately 5,000 present and future residents of the Coronet subdivision, situated on each side of Hastings Ranch Drive north of Sierra Madre Boulevard containing approximately 811 homes, and the Hastings Ranch subdivision, situated on each side of Hastings Ranch Drive south of Sierra Madre Boulevard and north of Foothill Boulevard containing approximately 584 homes.

There was no opposition to the granting of authority for this extension other than from the Pacific Electric Railway Company which operates a line from Sierra Madre via Sierra Madre Boulevard and Huntington Drive into Los Angeles. This company objected only to the proposed extension along Hastings Ranch Drive north of Sierra Madre Boulevard.

On Mondays through Fridays, Pacific Electric operates schedules roughly at the same time as those proposed by applicant, plus earlier and later schedules. ⁽⁶⁾ There are no transfer privileges between the lines of the applicant and Pacific Electric in the area involved. Applicant's fares are 10 cents or a token (two tokens for 15 cents) in one zone, with an additional 5 cents for subsequent zones. On the proposed extension, the fare break point will be at the intersection of Foothill Boulevard and Hastings Ranch Drive. Passengers will pay 12½ cents or 15 cents to ride from a point on Hastings Ranch Drive to any point on the line west of Hastings Ranch Drive. Protestant's fare from the

(6) Exhibit No. 15.

eastern terminus of its Sierra Madre line to the intersection of Colorado Street and Sierra Madre Boulevard is 10 cents. Protestant, therefore, at the present time, has an advantage of $2\frac{1}{2}$ or 5 cents over the applicant in bidding for local traffic originating within walking distance of the intersection of Colorado Street and Sierra Madre Boulevard and destined to points within walking distance of the intersection of Sierra Madre Boulevard and Hastings Ranch Drive. ⁽⁷⁾

Protestant also objects on the ground that persons desiring transportation between Los Angeles and the intersection of Hastings Ranch Drive and Sierra Madre Boulevard would use a combination of protestant's services and applicant's services where now they are required to use protestant's services exclusively. Protestant's through fares from Los Angeles are 40 cents plus 6 cents tax. If applicant's request is granted, passengers from Los Angeles will be able to use the Pacific Electric stage into Pasadena at a cost of 25 cents and there catch applicant's buses to the Hastings Ranch area for an additional $12\frac{1}{2}$ cents or 15 cents, thus making the total fare from Los Angeles $37\frac{1}{2}$ cents or 40 cents, a saving of 6 or $8\frac{1}{2}$ cents. In order to realize this savings, however, passengers would be required to spend more time in transit. We are not convinced that for the slight savings in fare prospective passengers would be willing to spend the extra time required for transportation if two lines are used.

(7) A check by Pacific Electric Railway shows 18 such passengers one way on a typical day. Exhibit No. 17. Refer to Station 9, Hastings Ranch Field School, Station 10, Hastings Ranch Drive, and Station 11, Michillinda Avenue.

What we have heretofore said answers protestant's contention that the granting of the application will further jeopardize protestant's financial ability to maintain its Sierra Madre line.⁽⁸⁾

Upon the evidence presented herein, the Commission is of the opinion and finds that public convenience and necessity require the establishment and operation of the service as set forth in the order herein.

O R D E R

Application having been made in the above-entitled matter, evidence having been presented and the matter submitted, and the Commission 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 Pasadena City Lines, Inc., authorizing the establishment and operation of a service as a "passenger stage corporation" as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the intersection of Foothill Boulevard and Daisy Avenue, on the one hand, and the intersection of Hastings Ranch Drive and Alegria Street, on the other hand, and intermediate points as an extension and enlargement of, and to be consolidated with its present operating rights.

(8) Exhibit No. 18.

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

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such passenger stage operation at any time, Pasadena City Lines, Inc., shall conduct such operation over and along the following described route:

Beginning at the intersection of Daisy Avenue and Foothill Boulevard, thence via Foothill Boulevard and Hastings Ranch Drive to its intersection with Alegria Street.

Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

(3) That authority to abandon service between the inter-
section of Daisy Avenue and Foothill Boulevard, via Daisy Avenue,
Villa Street, Mercedes Street and Daisy Avenue to its intersection
with Foothill Boulevard, ~~is~~^{is} denied.

Q.M.

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

Dated at San Francisco, California, this 18th
day of November, 1952.

R. J. [Signature]
President

Harold P. [Signature]

[Signature]

[Signature]

Commissioners