

**ORIGINAL**Decision No. 47957

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 PACIFIC ELECTRIC RAILWAY COMPANY, a  
 corporation, for an in lieu certifi-  
 cate of public convenience and  
 necessity for modification of  
 operation of its Los Angeles-Pasadena  
 via Oak Knoll Line in the City of San  
 Marino, and Los Angeles-Pasadena via  
 Short Line and Garfield Avenue-  
 Highland Park Line in the City of  
 South Pasadena.

Application No. 33833

O P I N I O N

Pacific Electric Railway, a corporation, has authority, pursuant to Decision No. 46471, dated November 27, 1951, on Application No. 32443, to operate its Los Angeles-Pasadena via Oak Knoll Line, Route No. 70, via a route in the City of San Marino which includes service eastbound from the intersection of the south roadway of Huntington Drive and Granada Avenue via Granada Avenue, north roadway of Huntington Drive and Oak Knoll Avenue. It requests authority to reroute the portion of its Route No. 70 via the south roadway of Huntington Drive from Granada Avenue to Oak Knoll Avenue and thence north on Oak Knoll Avenue. Decision No. 46471 authorizes applicant to operate a portion of its Los Angeles-Pasadena via Short Line, Route No. 71, via a route in the City of South Pasadena which includes service eastbound from the intersection of the south roadway of Huntington Drive and Fremont Avenue via Fremont Avenue,

north roadway of Huntington Drive and Fair Oaks Avenue. It requests authority to reroute the portion of its Route No. 71 via the south roadway of Huntington Drive from Fremont Avenue to Fair Oaks Avenue and thence north over Fair Oaks Avenue. Decision No. 46471 also authorizes applicant to operate a portion of its Garfield Avenue-Highland Park Line No. 79 in the City of South Pasadena via Milan Avenue between Oak Street and Huntington Drive, and via the north side of Huntington Drive between Milan Avenue and Fletcher Avenue. It requests authority to reroute the portion of its Route No. 79 above described from the intersection of Oak Street and Milan Avenue, via Oak Street and Fletcher Avenue to its intersection with Huntington Drive.

Applicant alleges that the changes in Routes Nos. 70 and 71 are required by the Cities of South Pasadena and San Marino, which cities, together with the City of Arcadia, have agreed to inaugurate one-way traffic on each roadway of Huntington Drive commencing with December 1, 1952.

Applicant further alleges that the change in Route No. 79 is required for the reason that Huntington Drive is a divided highway with no crossover at Milan Avenue and South Pasadena having made Huntington Drive a one-way street on the north and south portions thereof, it is necessary that Route No. 79 be rerouted one block east of Milan Avenue to Fletcher Avenue, which street crosses Huntington Drive. It is approximately 500 feet from Milan Avenue to Fletcher Avenue and approximately 1200 feet from Oak Street to Huntington Drive.

No change in fares or equipment is to be made if the proposed reroutings are authorized.

Upon the allegations of the application herein, we find that the proposed reroutings are in the public interest and they will be authorized. A public hearing is not necessary.

Applicant also requests authority to operate passenger stages not exceeding 40 feet in length and 102 inches in width over the herein described new routings. Applicant has such authority as to the present routes (Decision No. 46222, dated September 25, 1951, on Application No. 32574), and, therefore, applicant will be authorized to operate such buses over the new routings herein authorized.

O R D E R

Upon the findings and conclusions set forth in the foregoing opinion,

IT IS ORDERED that the route descriptions of Pacific Electric Railway Company's Los Angeles-Pasadena via Oak Knoll Line, Route No. 70, and its Los Angeles-Pasadena via Short Line, Route No. 71, both set forth on page 15 of Appendix A of Decision No. 46471, dated March 27, 1951, on Application No. 32443, and the route description of its Garfield Avenue-Highland Park Line, Route No. 79, set forth on page 18 of Appendix A of said Decision No. 46471, are respectively amended to read as follows:

Route No. 70 - Los Angeles-Pasadena via Oak Knoll Line

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, San Pedro Street, Aliso Street, Mission Road, Huntington Drive, Main Street, Huntington Drive, Oak Knoll Avenue, Oak Knoll Circle, Lake Avenue, Colorado Street, and Fair Oaks Avenue to Walnut Street (Pasadena Car House).

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

Route No. 71 - Los Angeles-Pasadena via Short Line

From Main Street Station at 6th and Main Streets (Los Angeles), via Main Street, or as an alternate, from Los Angeles Street Terminal (Los Angeles), via Los Angeles Street, 6th Street, San Pedro Street, Aliso Street, Mission Road, Huntington Drive, Main Street, Huntington Drive, and Fair Oaks Avenue to Walnut Street (Pasadena Car House).

Return via Fair Oaks Avenue, Huntington Drive, Mission Road, Aliso Street, San Pedro Street (Los Angeles), 5th Street and Maple Avenue to the Los Angeles Terminal.

Route No. 79 - Garfield Avenue-Highland Park Line

From Monterey Road and Huntington Drive (Los Angeles), via Monterey Road, Paula Street, Collis Avenue, Hill Drive, Avenue 60 and Monterey Road to Kendall Avenue; from Monterey Road and Kendall Avenue, via Monterey Road, Hermon Avenue, Avenue 57, Figueroa Street, York Boulevard, Pasadena Avenue, Mission Street (South Pasadena), Milan Avenue, Oak Street, Fletcher Avenue, Huntington Drive, Electric Avenue, Alhambra Road, and Garfield Avenue to Garvey Avenue (Monterey Park).

Return via reverse of above route.

IT IS FURTHER ORDERED that Pacific Electric Railway Company is authorized to operate passenger stages not to exceed 40 feet in length and 102 inches in width, over the routes and between the points specified in the first ordering paragraph of the order herein.

IT IS FURTHER ORDERED that Pacific Electric Railway Company shall post notices in all buses operating over Routes Nos. 70, 71 and 79, and in its terminals, indicating specifically the changes in routings and in the applicable time

schedules which would result from operations conducted pursuant to this order. Such notices shall be posted and shall remain continuously posted during a period of not less than five (5) days prior to the establishment of service pursuant to such order over said routes. Proof of such posting shall be filed with the Commission within thirty (30) days after the establishment of such service.

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

Dated at San Francisco, California, this 25<sup>th</sup> day of November, 1952.

R. E. Inman  
President

James J. Caswell

Harold P. Kule

Samuel Patten  
John E. Wheeler  
Commiss

CORRECTION

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schedules which would result from operations conducted pursuant to this order. Such notices shall be posted and shall remain continuously posted during a period of not less than five (5) days prior to the establishment of service pursuant to such order over said routes. Proof of such posting shall be filed with the Commission within thirty (30) days after the establishment of such service.

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

Dated at San Francisco, California, this 25<sup>th</sup> day of November, 1952.

R. E. [Signature]  
President

[Signature]

[Signature]

[Signature]

[Signature]  
Commissioners