

Decision No. 18123

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of PACIFIC ELECTRIC RAILWAY COM-
PANY, a corporation, for authority
to abandon and remove its tracks
on its San Antonio Heights Line in
the County of San Bernardino, part-
ly in the City of Upland and partly
in the City of Ontario.

ORIGINAL

Application No. 13239

C. W. Cornell, for applicant.
Geo. H. Johnson, for County of San Bernardino.
A. W. Burd, for residents of San Antonio Heights.
Isaac Jones, for Frankish Company.
C. E. Grier, for City of Upland.
Crombie Allen, in propria persona.

BY THE COMMISSION:

O P I N I O N

The Pacific Electric Railway Company, applicant here-
in, seeks by this application to abandon and remove its tracks
on the San Antonio Heights line in the County of San Bernardino;

A public hearing herein was conducted by Examiner
Williams at Upland on February 1, 1927.

The evidence shows that service was discontinued on
this line on or about July 4, 1924, and that a motor coach ser-
vice paralleling said line was inaugurated on that date and has
since been operated. Applicant, however, on April 6, 1925,
filed its Application No. 10990, in which authority was asked to
discontinue that portion of said motor coach line beyond 24th
Street. A public hearing on this latter application was held
at the same time and place as the hearing on the application
under consideration.

Upon stipulation by counsel for the applicant that
its request for permission to abandon the motor coach line beyond
24th Street would be dismissed, all protests to the granting of
authority for removing tracks on the San Antonio Heights line
were withdrawn.

H. E. DeNyse testified for applicant that if street car service was to be resumed on the line, expenditures totaling \$63,500.00 would be required for reconstruction of the track and overhead. O. A. Smith, Passenger Traffic Manager for applicant, explained that on account of this expense of reconstruction, the company would rather continue the operation of motor coach service than to resume street railway operation, although in his opinion a street car service could be operated at less expense than the motor coach service if the line was in condition for operation. L. E. St. John presented a statement of the results of operation of the line for the period January 1st, 1923 to July 1st, 1924, which shows an out-of-pocket operating loss of \$10,893.00 for the period. No statement was introduced as to results of operation of the present motor coach line.

There were introduced in evidence resolutions of the City of Upland and City of Ontario, respectively, to the effect that the request of applicant herein should be granted.

From a consideration of all of the evidence in this proceeding, we are of the opinion that authority should be granted to applicant to abandon and remove its tracks on its San Antonio Heights line, as prayed for. The following order will so provide

O R D E R

Pacific Electric Railway Company, having applied to the Commission for authority to abandon and remove its tracks on its San Antonio Heights line in the County of San Bernardino, a public hearing having been held, the matter being under submission and ready for decision,

It is Hereby Found as a Fact that the public con-

venience and necessity do not justify the resumption of operation by applicant of said San Antonio Heights line; and, good cause appearing,

IT IS HEREBY ORDERED that authority be and it is hereby granted to Pacific Electric Railway Company to abandon and remove its tracks on its San Antonio Heights line in the County of San Bernardino, said line being more particularly described as follows:

That certain single track line in the City of Upland, City of Ontario and County of San Bernardino, State of California, commencing at the switch point in Euclid Avenue, approximately 200 feet south of the crossing with the main line of the Pacific Electric Railway between Los Angeles and San Bernardino; thence northerly along Euclid Avenue to the northerly city limits of the City of Upland; thence northwesterly and westerly along public highways and private property to the end of line in San Antonio Park; also a single track spur or passing track from said single track line between 18th and 19th Streets in said City of Upland,

and as shown on the blue print map C.E.H.6674 attached to the application.

This order shall become effective twenty (20) days after the making thereof.

Dated at San Francisco, California, this 20th day of March 1927.

Frank M. Reed
J. H. Brundage
C. Sawyer
Thos. S. Louette
Commissioners