

ORIGINAL

Decision No. 12457.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of Pacific Electric Railway Company, a corporation, for authority to abandon service and remove its tracks on its URBITA SPRINGS LINE, partly in the City of San Bernardino and partly in the County of San Bernardino, California.

Application No. 13,675.

C. W. Cornell for Pacific Electric Railway Company,
 Mrs. Sarah N. Kohn, in propria persona,
 Mrs. Elizabeth Felton, in propria persona,
 Mrs. A. W. Williamson, in propria persona,
 Mrs. Peter Scaranella, in propria persona,
 H. J. Hendricks, in propria persona.

WHITSELL, COMMISSIONER:

O P I N I O N

By this application, the Pacific Electric Railway Company seeks permission to abandon service and remove its tracks on its Urbita Springs Line, partly in the City of San Bernardino and partly in the County of San Bernardino, California. A public hearing was held in this matter at San Bernardino, June 23, 1927.

The line in question forms a part of the local street railway operations of applicant in and near the City of San Bernardino. Service at the present time consists of a single car operated on a thirty minute headway throughout the day from 6:00 a.m. to 12:00 mid-night. The line is operated from the business district of the City of San Bernardino, at Third and "E" Streets, southerly along "E" Street to Mill Street, a distance of approximately 4,500 feet, thence in a southwesterly direction a distance of approximately 2,700

feet to the terminus of the line at Pickering Park, known also as Urbita Springs. The first 4,500 feet of the line as described is located within the City of San Bernardino, while the last 2,700 feet is in the unincorporated portion of San Bernardino County but a short distance east of the city boundary. The entire line is operated under franchise rights in and along public highways.

Applicant at present operates a line from San Bernardino to Riverside by way of Colton which parallels the line herein sought to be abandoned throughout its entire length. On the San Bernardino-Riverside Line, service is operated throughout the day on a generally hourly service with forty minute service in the morning and evening rush hours.

Although notice of hearing in this matter was sent to the City Council of the City of San Bernardino and the Board of Supervisors of the County of San Bernardino, no one representing these bodies appeared to protest the granting of the application.

Evidence introduced at the hearing through applicant's witnesses shows that the line is now, and has been for some years past, operated at an actual out-of-pocket loss. Statement of operating income and expense shows, for the year 1926, an operating revenue of \$6,648.15 with an approximate out-of-pocket operating expense of \$7,835.98, leaving a net loss from railroad operations of \$1,187.83. After payment of taxes, this loss is further increased to \$1,692.40.

It appears that the line, (which, as mentioned above, is located in and along public highway) will soon have to be reconstructed at an estimated cost of \$63,000, due to improvements contemplated by the political subdivisions.

Travel counts were introduced in detail for the period May 15th to June 15th, 1927, and a summary of travel

by months is in the record for the period January 1, 1926, to May 1, 1927. These counts indicate that very little traffic is handled over the line except during the month of February, when the annual Orange Show is held at the fair grounds located on this line at Mill Street. Picnics held at this park during the summer months furnish some additional increase in traffic for this line.

Mr. O. A. Smith, Passenger Traffic Manager, for applicant testified that if the application was granted, transfers would be issued between the San Bernardino-Riverside Line and the San Bernardino Local Lines for points as far south as Pickering Park. He testified also that service on the San Bernardino-Riverside Line would be increased whenever necessary to meet the demands of the travelling public, particularly school children and patrons of the annual Orange Show.

The only evidence introduced to oppose the granting of this application was that offered by a few property owners along the line who objected to the reduced service.

From the evidence introduced, it appears that it would be unreasonable to require continuance of operation of this line which results in an out-of-pocket loss from operation of approximately \$1,700. a year. In addition, the expenditure of a substantial sum to rehabilitate the line would place an unreasonable burden on this utility and its other patrons. It is, therefore, recommended that the application be granted.

ORDER

Pacific Electric Railway Company, a public utility corporation, having applied to this Commission for authority to abandon service and remove its tracks on its Urbita Springs Line,

partly in the City of San Bernardino and partly in the County of San Bernardino, California, a public hearing having been held at which time evidence was adduced and the matter submitted and it now being ready for a decision, therefore

It is hereby found as a fact that public convenience and necessity for this service does not justify the loss that would be sustained through the continued operation of the Urbita Springs Line of the Pacific Electric Railway Company which is operated partly in the City of San Bernardino and partly in the County of San Bernardino, California, and basing an order upon this fact and other facts contained in the opinion preceding this order.

IT IS HEREBY ORDERED that authority be and the same is hereby given to the Pacific Electric Railway Company, a corporation, to abandon service and remove its tracks on its Urbita Springs Line, partly in the City of San Bernardino and partly in the County of San Bernardino, at a location described as follows:

Approximately 7,685 feet of single track street railway from the intersection of "E" and Third Streets, westerly on "E" Street to the intersection of "E" Street, Mill Street and Colton Avenue, thence northwesterly on Colton Avenue to end of line; together with two spur tracks extending southerly therefrom, one at Mill Street 355 feet long and one near Rialto Avenue, 396 feet long and as shown in yellow lines on the map - C.E.R. 10,313, dated January 7, 1927, and attached to the application subject, however, to the following conditions:

(1) Applicant shall restore the street to the condition of the existing paving installed at the time of removal of tracks.

(2) Service shall not be abandoned until on and after October 1, 1927; provided, however, that ten (10) days'

notice of such abandonment shall be given the public by notices posted in the cars and principal stations along such line.

(3) That applicant continue in effect fares and transfer privileges within San Bernardino identical with those shown on 16th revised page 17 of Local Passenger Tariff No. 816, C.R.C. No. 1000.

The foregoing opinion and order are hereby found to be the opinion of an order of the Railroad Commission of the State of California.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof:

Dated at San Francisco, California, ^{Sept.} ~~August~~ 30 1927.

1927:

[Signature]
[Signature]
Leon White
[Signature]
[Signature]
Commissioners.