

Decision No. 23292

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of )  
 the PACIFIC ELECTRIC RAILWAY COMPANY, )  
 a corporation, to consolidate operations ) Application  
 of the UPLAND-ONTARIO and UPLAND-SAN ) No.17128  
 ANTONIO HEIGHTS MOTOR COACH LINES. )

BY THE COMMISSION -

OPINION and ORDER

ORIGINAL

This proceeding is an application by Pacific Electric Railway Company, a corporation, for an order of the Railroad Commission consolidating two bus operations, one of which is certificated, and the authorization of a service over the combined routes. One of the routes, which covers a service established when this Commission authorized Pacific Electric Railway Company to abandon service on its Upland-San Antonio Heights rail line, is as follows:

Commencing at Pacific Electric Upland passenger station, north on Second Avenue to "D" Street; west on "D" Street to First Avenue; south on First Avenue to "C" Street; west on "C" Street to Euclid Avenue; north on Euclid Avenue to 24th Street (La Cima); north on West Drive and Crescent Drive to 25th Street; west on 25th Street to Mountain Drive; southerly and westerly via Mountain Drive to a point approximately 200 feet west of Stone Castle; thence westerly via Glendale Road to Mountain Avenue; thence north on Mountain Avenue to terminous of abandoned rail line; returning, reverse of above route to Euclid Avenue and "C" Streets; thence east on "C" Street to Second Avenue; thence north on Second Avenue to Pacific Electric station.

The other route (Upland-Ontario) a certificate of public convenience and necessity for which was issued by Decision No.19990, affirmed by Decision No.20125, issued on Application No.14665, is as follows:

Commencing at Pacific Electric Upland station: south on Second Avenue to Ninth Street; west on Ninth Street to Euclid Avenue; south on Euclid Avenue to Emporia Avenue; returning, reverse of this route.

The instant proceeding proposes a consolidated operation over and along the following route, which, it is to be noted, covers service in the territory served under the two operations:

Commencing at the intersection of Emporia Avenue and Euclid Avenue, Ontario; north on Euclid Avenue to Ninth Street; east on Ninth Street to Second Avenue, north on Second Avenue to "E" Street; west on "E" Street to Euclid Avenue; north on Euclid Avenue to 24th Street (La Cima); north on West Drive and Crescent Drive to 25th Street; west on 25th Street to Mountain Drive; southerly and westerly via Mountain Drive to a point approximately 200 feet west of Stone Castle; thence westerly via Glendale Road to Mountain Avenue; thence north on Mountain Avenue to terminus of abandoned rail line.

It is not proposed to make any change in the fares now charged. It is proposed, however, to make a change in the time schedules and to operate in accordance with a schedule marked Exhibit "C" and attached to the application herein.

It is the contention of applicant that the operations as at present conducted result in heavy losses. Figures supporting such contention are shown in Exhibit "D" which is attached to the application and made a part thereof. It is further claimed by applicant that by reason of economies made possible by the proposed consolidation a saving of approximately \$500 monthly will be effected.

The proposed new schedule will reduce the number of trips between Upland and San Antonio Heights from 9 to 7, and the trips between Upland and Ontario from 34 to 25. Regarding this service reduction applicant declares:

"This change in schedule has been discussed with the principal users of the lines, including the Upland Lemon Growers Association, the Upland Citrus Association, the Mountain View Fruit Association, as well as the Edison General Electrical Appliances Company and no objections have been registered in connection therewith."

It is proposed to use in the consolidated service two motor coaches of not less than 16-passenger capacity, one less than the number now operated.

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted. Therefore,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation of an automotive passenger stage service between Ontario and San Antonio Heights, via Upland and intermediate points, over and along the following route:

Commencing at the intersection of Emporia Avenue and Euclid Avenue, Ontario; north on Euclid Avenue to Ninth Street; east on Ninth Street to Second Avenue; north on Second Avenue to "E" Street; west on "E" Street to Euclid Avenue; north on Euclid Avenue to 24th Street (La Cima); north on West Drive and Crescent Drive to 25th Street; west on 25th Street to Mountain Drive; southerly and westerly via Mountain Drive to a point approximately 200 feet west of Stone Castle; thence westerly via Glendale Road to Mountain Avenue; thence north on Mountain Avenue to terminus of abandoned rail lines.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such a consolidated service be and the same is hereby granted to Pacific Electric Railway Company, a corporation, subject to the following conditions:

1- That the certificate herein granted is issued as a certificate in lieu of that granted by Decision No.19990; it being the intention of this order to authorize the operation under one certificate of the service heretofore given under authority of said Decision No.19990, affirmed by Decision No.20125, and that authorized by Decision No.13747.

2- Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from date hereof.

3- Applicant shall file in duplicate and make effective within a period of not to exceed thirty (30) days from the date hereof a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which, in volume and effect, shall be identical with the rates and rules covering said service now on file with the Railroad Commission, insofar as they conform to the certificate herein granted.

4- Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days from the date hereof time schedules, covering the service herein authorized, in a form satisfactory to the Railroad Commission.

5- The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.

6- No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 19<sup>th</sup> day of January, 1931.

C. A. ...  
Tom Whitwell  
W. P. ...  
M. B. ...  
Fred G. ...  
COMMISSIONERS.