

Decision No. 34256.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to abandon and dis-
continue certain of its routes or
portions thereof and to suspend certain
operations.

Application No. 17441.

R. E. Wedekind, for Applicant.

Frank P. Doherty, for La Canada and La Crescenta
residents, Protestants.F. F. Ball, for the Board of Public Utilities and
Transportation of the City of Los Angeles,
Interested Party.

H. B. Green, for the community of Idyllwild, Protestant.

Frank E. Carlton, for members of the Ethenac Rancho
and residents in and about Romoland.Robert S. Person, for residents of La Canada Valley,
Protestants.

H. M. May, for citizens of Fullerton, Protestants.

A. N. Irwin, City Attorney, for the City of Glendale,
Interested Party.

BY THE COMMISSION:

O P I N I O N

Motor Transit Company, a corporation, has petitioned the Railroad Commission for an order permitting and authorizing applicant to abandon and discontinue service now rendered over each of the following described routes, and to suspend temporarily the service over certain of its routes as hereinafter set forth.

Public hearings on this application were conducted by Examiner Handford at Los Angeles, the matter was duly submitted on briefs filed by interested protestants, and is now ready for decision.

Applicant alleges that it is engaged in the business of operating motor coaches for the transportation of passengers, their baggage and express over various routes in the counties of Los Angeles, San Bernardino, Riverside and Orange, as a common carrier, under various certificates as heretofore issued by this Commission.

Applicant further alleges that certain routes or portions thereof are no longer required to be operated by public convenience and necessity; that applicant has made a careful study of its entire system and after analysis of said study and survey has decided that the following routes or portions of routes should be discontinued and abandoned.

1. Montrose via Verdugo Road to La Canada, thence via Foothill Boulevard and Michigan Avenue to La Crescenta.
2. Via Verdugo Road from the south junction of Verdugo Road with Canada Boulevard to the north junction of Verdugo Road with Canada Boulevard.
3. Via Riviera-Downey Road from its intersection with Lexington Road to its intersection with Telegraph Road.
4. Via Brea Canyon Road from Brea to a point just east of Walnut where said Brea Canyon Road intersects Valley Boulevard.
5. The route from March Field via Val Verde, Perris, Ethanac and Romoland to Hemet, and from Hemet to Idyllwild via Valla Vista and Tahquitz Lodge.
6. From Igo's Store at the junction of Big Bear Road and Mill Creek Road via Forest Home to Valley of the Falls.
7. From the intersection of Archibald Avenue and Colton Road via Archibald Avenue to the intersection of Archibald Avenue and Foothill Boulevard.
8. From the intersection of Center Street and La Cadena Drive in West Highgrove via Center Street and Mt. Vernon Avenue to Barton Avenue, and thence to Loma Linda.
9. From Placentia via Santa Fe Street to Bradford Street, thence on Bradford Street to Crowther Street, thence via Crowther Street to Placentia-Yorba Road, thence via the Placentia-Yorba Road to Atwood and from Atwood north to Richfield Road to Yorba Linda Boulevard, thence east via Yorba Linda Boulevard to Yorba Linda, and from Atwood east via Santa Ana Canyon Road to its junction with Riverside-Orange Road at Peralta.

Authority is also sought to temporarily discontinue all operation over the following routes:

10. From Ontario northerly on Euclid Avenue to the intersection of Euclid Avenue with Foothill Boulevard, thence via the Foothill Boulevard to San Bernardino.
11. Between Upland and San Bernardino via the Arrow Highway.

We will separately consider the requests for permanent abandonment or temporary discontinuance of service.

MONTROSE VIA VERDUGO ROAD TO LA CANADA, THENCE VIA
FOOTHILL BOULEVARD AND MICHIGAN AVENUE TO LA CRESENTIA.

Applicant alleges, in justification for the granting of this portion of the application, that it does not now carry traffic sufficient to justify any service; that prior to the abandonment of service by the Glendale and Montrose Railway all of the service of applicant was routed from Los Angeles to Glendale via Montrose and La Canada over the route now sought to be abandoned and thence to Tujunga and Sunland; that since the abandonment of the Glendale and Montrose Railway line the applicant herein was given authority by this Commission to reroute a portion of its service through Verdugo City in order to care for traffic originating along the former route of the Glendale and Montrose Railway and since such rerouting all Tujunga and Sunland service of applicant has been routed through Verdugo City to Los Angeles; that the service that has been maintained by applicant over the route herein sought to be abandoned has produced extremely light patronage and applicant now operates but two schedules each way per day over said route; and that it does not appear that the public convenience and necessity requires the continued operation of any service over said route.

Mr. F. D. Howell, vice president and general manager of applicant and in charge of operation, testified that his company had made efforts by interviews with patrons and by change of schedules to establish a service which would meet the needs of its

patrons and which would at least return the expense of operation, but that the patronage of the service did not justify its continuance.

At the present time service is given by a stub car, two trips in one direction and three trips in the opposite direction daily except Sunday, being available. These trips are operated during the morning and evening hours to furnish service for residents who may be employed in Los Angeles. An exhibit (No.3) showing an "on and off" check, filed at one of the hearings shows an average of 2.19 passengers per trip, the check being made in April and June, 1931. The service was reduced to the minimum now offered because patrons evidently preferred to walk to a point on the highway, or to Montrose, where they made connection with the busses operating between Los Angeles and Tujunga or Sunland. The discontinuance here proposed covers a distance of approximately 3.6 miles, and it is the contention of the applicant that the revenue received from such operation is less than the wages of the driver of the stage.

Considerable protest was received from representatives of the territory sought to be abandoned. The proposed abandonment, if authorized, would leave the territory which is described as hilly and with many grades on the streets and highways, without any public transportation. The population is composed of fairly well to do families, automobiles being mainly used for transportation and as the record shows but little use being made of public transportation. Objection is also made to the present schedule which offers transportation only during the peak hours of the morning and evening. The check as furnished as an exhibit by the applicant (Exhibit No. 3) does not show that additional schedules, at the time they were available, were patronized by

the residents sufficiently to justify more frequent service. It is claimed by the representatives of protestants that even though the revenue of this line herein proposed to be abandoned, is less than the expense of operation it is the duty of the applicant to continue its operation, on the assumption that the entire service rendered by the applicant is profitable. The annual report of the applicant for the year ending December 31, 1930, as duly filed with this Commission, shows a deficit in excess of \$30,000.00 as the result of operations during the calendar year of 1930. It is apparent from the record, that notwithstanding the protests and petitions filed herein, that the patronage accorded applicant's line does not and has not for many years produced revenue sufficient to defray the out-of-pocket operating expenses, and there is no evidence herein which indicates that additional traffic will use the line and thereby assist in reducing the present operating expense. After careful review of the testimony and briefs covering this portion of the application we are of the opinion that this portion of the application should be granted and the order will so provide.

VIA VERDUGO ROAD FROM THE SOUTH JUNCTION OF VERDUGO ROAD WITH CANADA BOULEVARD TO THE NORTH JUNCTION OF VERDUGO ROAD WITH CANADA BOULEVARD.

Applicant alleges that permission to operate over the route described above was granted by Decision No. 23070 on

Application No. 16665, and that by said decision applicant was given authority to operate over both Canada Boulevard and Verdugo Road between the north and south junctions of said through roads. Since the effective date of Decision No. 23070 applicant has been operating service over both of said roads, but the demand for transportation on Verdugo Road has not justified the operation of service thereover and only one schedule is now operated on Verdugo Road between said two junction points. The major demand for service is over Canada Boulevard and there is no further public convenience and necessity to be served by the operation of any service on said Verdugo Road between said two junction points.

Mr. F. D. Howell, a witness for applicant, testified that at the time of inaugurating the service over the route herein proposed to be abandoned that it was not definite where the real need for service existed. Since that time the service has been taken off one route and has been put on the other to meet existing needs resulting in but one schedule being operated via the route proposed to be abandoned. The demand is still that such service be put on the La Canada Road and that service via the Verdugo Road be abandoned. A check made on May 9, 1931 showed but 5 passengers northbound leaving the stage on the portion of the highway proposed to be abandoned, and no passengers offering for transportation. Of the 5 passengers leaving the stage only one went to a point east of the highway. There

are one or two cross-roads connecting the highways and each highway is accessible to the other, the highways being not over 200 yards apart. The same number of schedules will be operated as at present, no through service will be discontinued, but all passengers will be received and discharged on La Canada Road instead of a limited portion on Verdugo Road as at present. No regular patrons now leave or board the stages on Verdugo Road. The proposed change in routing would eliminate confusion on the part of the public and would confine all service to La Canada Road.

No protest was received to the proposal of applicant. It appears from the record that this portion of the application should be granted and the following order will so provide.

VIA RIVIERA-DOWNEY ROAD FROM ITS INTERSECTION WITH
LEXINGTON ROAD TO ITS INTERSECTION WITH TELEGRAPH ROAD.

Applicant alleges that the route described above is an alternate route between Downey and Telegraph Road and that there is no local "on and off" business on the route as described, passengers hauled thereover originating and terminating at points beyond said route, and that such passengers can be carried by the other route of the applicant without any inconvenience to them. Mr. F. D. Howell, vice-president and general manager of applicant company, testified that the route proposed to be abandoned covered a distance of .8 of a mile. There are no "on and off" passengers between the points on the route proposed to be abandoned. The business handled all originates or

terminates at points beyond and the only object of the discontinuance is to consolidate schedules and get away from paralleling the highways where there is no particular business, if any, to be served. The route serves Pasadena-Long Beach business and patrons will be handled over other routes at no additional expense to passengers.

No protest was made against the granting of this portion of the application.

The record justifies the granting of this portion of the application and the order will so provide.

VIA BREA CANYON ROAD FROM BREA TO A POINT JUST EAST OF WALNUT WHERE SAID BREA CANYON ROAD INTERSECTS VALLEY BOULEVARD.

Applicant alleges that the above described route is a part of one of the several routes from Long Beach connecting with Valley Boulevard at El Monte, South Alhambra, Walnut and Riverside. No local service is needed between Brea via Brea Canyon to Valley Boulevard, the travel being to or from points beyond. Travel from the Long Beach area for Pomona or points east of Pomona or to Riverside or to San Bernardino or to points in the Imperial Valley can be conveniently handled on the other lines of applicant serving the same general territories and the traveling public will not be inconvenienced by the abandonment of the above route.

Mr. F. D. Howell, vice-president and general manager for applicant, testified that it was proposed to abandon service over the foregoing route between Brea and Pomona as a part of the total business between such points and between Walnut and

Brea in the canyon. This line in the past has done a considerable business from Pomona to Fullerton and Santa Ana, but for the past two years it has dropped to such an extent that it now appears to the applicant to produce extra mileage that might be handled in some other way. A check of the passengers handled over this route for the period June 24 to 30, 1931 (Exhibit 9), which shows an average of 5.27 passengers per trip, the patronage being very erratic. The only service affected would be that to Riverside and San Bernardino, but such points would not be affected as the applicant maintains direct service to Fullerton, Santa Ana, Riverside and San Bernardino via Santa Ana Canyon. Service west of Pomona would be handled via existing lines via El Monte or San Gabriel and only the through service to Pomona, Long Beach and Anaheim is affected by this portion of the application for abandonment. A saving of 135 bus miles, daily, would be made by the proposed abandonment of this portion of the present service. The granting of this portion of the application was protested by the citizens of Fullerton at the hearing on the basis that a rerouting of Fullerton passengers to Pomona via Montebello would result in an increase of fare, and also that the elimination of the line would cause a serious gap in the applicant's through service. Protestants, since the hearing, have notified applicant that they do not now present objection to the abandonment as sought.

THE ROUTE FROM MARCH FIELD VIA VAL VERDE, PERRIS, ETHANAC AND ROMOLAND TO HEMET AND FROM HEMET TO IDYLLWILD VIA VALLA VISTA AND TAHQUITZ LODGE.

The routes above described are part of applicant's service between Riverside, Hemet and San Jacinto points. Applicant operates two routes between Riverside and Hemet, one via Alessandro, Val Verde, Perris, Ethanac and Romoland and the other via March Field, Moreno, Gilman Hot Springs and San Jacinto. There is very

little local business handled by applicant between March Field and Hemet via Perris and said route of applicant is paralleled by a route of Pacific Greyhound Lines as far as Perris between Riverside and San Diego. Applicant alleges that there is no longer any public need or convenience to be served by the operation of that portion of applicant's route between March Field and Hemet via Perris.

The route from Hemet to Idyllwild and other San Jacinto mountain resort points has been operated by applicant at a loss for the past several months. The highways over which said service is operated have been improved and as a result persons desiring to go to these mountain resorts have been more and more using their own automobiles, rather than the common carrier service of the applicant and as a result the patronage on this route has now fallen to a point where it can no longer be maintained except at a great pecuniary loss to applicant.

Mr. F. D. Howell, vice-president and general manager of applicant, testified that his company operated two routes between Riverside and Hemet, one via March Field, Perris and Romoland, the other by March Field, the back route via Moreno, over Gilman Hot Springs to San Jacinto and Hemet. Applicant has found that there is practically no business on the route via Perris and such route is also operated over by the Pacific Greyhound, and applicant desires to save the present doubling of mileage by confining all operation to the route through Moreno and through Gilman Hot Springs to San Jacinto and Hemet, instead of over both routes to the same point.

A check of "on and off" passengers for the period April 27 to May 2, 1931, and from June 24 to June 30, 1931 filed as an exhibit by applicant (Exhibit No. 10), shows an average of 2.57 passengers per trip. The only point which would not be served by

the Pacific Greyhound Lines, in the event of abandonment by the applicant, would be the community at Romoland. Romoland has been in financial difficulties for some little time and it is the understanding of witness that the property has now been taken over by another development company, but there has been no business there in the past and it is doubtful if any material business will develop in the future such as would warrant the operation of both routes. It is not the opinion of the witness that public convenience and necessity requires the continuance of operation over the route proposed to be abandoned, and a ~~saving~~ saving of at least one-half of the mileage now operated would result from such abandonment.

As regards the line serving Idyllwild during the year 1930 there were operated 46,453 passenger miles with a total of 370 passengers carried and a revenue of approximately \$500. resulting in a passenger revenue of 3.4 cents per car mile. The cost of operation is approximately 40 cents per car mile on this line. Witness attributes the loss of business to the improvement of the roads which have cut down the grades and thereby materially increased the use of private automobiles.

A petition containing the names of 60 persons, principally residents of the community at Romoland, was presented protesting the abandonment of the route through Romoland.

We are of the opinion that the record justifies the proposed discontinuance of service between March Field and Hemet via Val Verde, Perris, Ethanac and Romoland, the revenue derived from such operation being materially less than the out-of-pocket cost of operation and the patrons being served, where traffic exists, by the stage line operated by the Pacific Greyhound Lines.

As to the service from Hemet to Idyllwild: Since the hearings on this application the applicant has transferred, by

the authority of this Commission, the passenger service to the Motor Service Express. This company already operates a freight service to this territory and proposes to continue the passenger and express service heretofore operated via the line proposed to be abandoned by the applicant. The proceeding authorizing the transfer from the applicant to Motor Service Express was Application No. 17617, Decision No. 24033, as decided September 14, 1931. Authority will therefore be granted for the abandonment of service as herein prayed for by applicant.

FROM IGO'S STORE AT THE JUNCTION OF BIG BEAR ROAD
AND MILL CREED ROAD VIA FOREST HOME TO VALLEY OF
THE FALLS.

Applicant alleges that this route has been operated at a loss for the last four or five years, said loss resulting from the increased use of privately owned automobiles by persons desiring to go to the mountain resorts. While some passengers offer for transportation over this route, the number has now fallen to such a small amount that applicant can no longer continue to assume the resultant loss in net revenue. There was filed coincident with this application, that of J. S. Brown to operate from Redlands including the route herewith proposed to be abandoned and applicant is of the opinion that if the Brown application be granted that the small number of persons offering themselves for transportation over said route will be adequately cared for. The application of J. S. Brown was granted by the Commission's Decision No. 24096 on Application No. 17442, as decided October 5, 1931, therefore the instant application for the abandonment of service between Igo's Store and the Valley of the Falls will be granted, there appearing no necessity for duplication of service to be rendered over such route.

FROM THE INTERSECTION OF ARCHIBALD AVENUE AND COLTON ROAD VIA ARCHIBALD AVENUE TO THE INTERSECTION OF ARCHIBALD AVENUE AND FOOTHILL BOULEVARD.

Applicant alleges that the above route has been operated by applicant for several years. At the present time one schedule per day is being operated over this route. The route was originally designed to serve Guasti and Cucamonga and the intermediate territory between the two towns, but no business is now picked up or discharged between Guasti and Cucamonga and there is no public convenience and necessity now to be served by continuing operation over said route.

Mr. F. D. Howell, vice-president and general manager, testified that the applicant has operated for a long time two parallel lines out of Ontario, one via Euclid Avenue to Upland and the other via Archibald Avenue and the Guasti Winery and Foothill Boulevard to Cucamonga. These lines were started a good many years ago by the applicant to protect that territory and at the time they were installed the Guasti Vineyard did have some movement of labor, both north to Cucamonga and west to Ontario.

The vineyard now owns a large fleet of trucks and hauls practically all of its own laborers and there remains little or no business on the particular route. This route is part of a split service to San Bernardino, one car going up Euclid Avenue and the other to Guasti and the services meeting at Cucamonga on the Foothill Boulevard. There is no further reason why the service should be split and all the service should go on Euclid Avenue. But one schedule daily is operated over this route at present and no local business is done between Guasti and Cucamonga. It is the opinion of witness that it would be better to consolidate this service with the other line and give additional service via the other line.

There was no protest against the granting of this portion of the application.

FROM THE INTERSECTION OF CENTER STREET AND LA CADENA DRIVE IN WEST HIGHGROVE VIA CENTER STREET AND MT.VERNON AVENUE TO BARTON AVENUE, AND THENCE TO LOMA LINDA.

Applicant alleges that the above route was designed to serve West Highgrove and Loma Linda and the intermediate territory. For some time past there has been no local movement over this route and no through business from Riverside to Redlands or Loma Linda, and the operation of the above service is no longer required.

Mr. F. D. Howell, vice-president and general manager of applicant, testified that between Riverside and Redlands there was a short-cut which has produced many contests in the past before applicant secured authority to operate over such route. There is quite a patronage from Loma Linda the other way where the business demanded that short-cut instead of going from Redlands to San Bernardino and from San Bernardino to Riverside. After the line was finally secured and operated for about a year, it developed that there was practically no business between Redlands and Riverside and there was absolutely no business between Riverside and Redlands, and what business there is from Loma Linda still continues to go to San Bernardino, and although Riverside is the headquarters of the Loma Linda Sanitorium, all of the employees are at Loma Linda, and those living in San Bernardino, the medical and office employees travel between the two outside points by the use of their own private automobiles.

There was no protest against the abandonment of the portion of line herein sought.

FROM PLACENTIA VIA SANTA FE STREET TO BRADFORD STREET, THENCE ON BRADFORD STREET TO CROWTHER STREET, THENCE VIA CROWTHER STREET TO PLACENTIA-YORBA ROAD, THENCE VIA THE PLACENTIA-YORBA ROAD TO ATWOOD AND FROM ATWOOD NORTH TO RICHFIELD ROAD TO YORBA LINDA BOULEVARD, THENCE EAST VIA YORBA LINDA BOULEVARD TO YORBA LINDA, AND FROM ATWOOD EAST VIA SANTA ANA CANYON ROAD TO ITS JUNCTION WITH RIVERSIDE-ORANGE ROAD AT PERALTA.

Applicant alleges that the above mentioned route has not proved to be required by public convenience and necessity since its inauguration. Very few passengers have been handled by motor coaches operating over said route and there appears to be no further need for operations to be continued thereover.

Mr. F. D. Howell, vice-president and general manager of applicant, testified that at the time applicant purchased this line from its predecessor it was thought that there was substantial business in that territory, especially in the extension from Placentia to Yorba Linda. The line has been operated by the present applicant for a number of years and the average passengers per trip from April 28 to May 3, 1931 inclusive (Exhibit No. 13) has been 0.66. It is the opinion of the witness that the service now rendered is no longer required by the public. A saving of two round trips daily and of 24 bus miles daily will result if the proposed abandonment is authorized.

FROM ONTARIO NORTHERLY ON EUCLID AVENUE TO THE INTERSECTION OF EUCLID AVENUE WITH FOOTHILL BOULEVARD, THENCE VIA THE FOOTHILL BOULEVARD TO SAN BERNARDINO.
FROM UPLAND AND SAN BERNARDINO VIA THE ARROW HIGHWAY.

Applicant alleges that the route above described is now served for a major portion of the distance by the paralleling San Bernardino line of Pacific Electric Railway Company, and that said route is one of three parallel routes now operated by applicant between Ontario and Upland on the one hand, and San Bernardino on the other hand, said other two routes being via Arrow Highway and Colton Road. From applicant's study of

the results from operation the need for transportation over this route does not at present exist and it is sought to temporarily suspend service until such time as improved conditions exist. Practically all business of applicant over the Foothill Boulevard is through business from points west of Ontario to San Bernardino. Pacific Electric Railway Company operates a bus service between Ontario and Upland on Euclid Avenue which is alleged to be ample to take care of the traveling public between said two points and the rail line of Pacific Electric Railway Company is ample to take care of other business originating along Foothill Boulevard.

Mr. F. D. Howell, vice-president and general manager of applicant, testified that his company operated over the three main highways between San Bernardino and Ontario, one via Guasti and the Bloomington Road to Colton and San Bernardino, one via the Arrow Highway through Fontana, and one on the Foothill Boulevard through Upland, Cucamonga and Rialto. The patronage on the route via the Foothill Boulevard and Arrow Highway has dropped down to practically nothing in so far as the "on and off" business is concerned in that area. The applicant has made a very careful check and a house to house canvass along these two boulevards to find out why the falling off in traffic and what the prospects were for the future, and was met, in all cases, with the statement that the territory needed service and wanted it at the present time but that times were so hard that the necessary money was not available to defray carfare for trips to any destination. This is a farming community with holdings of from one to five acres in miscellaneous fruits, chicken ranches, etc. and applicant has concluded that it would be best to secure authority to suspend service temporarily and to resume same when conditions again become normal. Applicant proposes to

consolidate all service eventually on the Bloomington Road, such road having developed to some extent and there are now miscellaneous trucking farms which under the present conditions produce more business than do the high grade farms or larger acreage. An "on and off" check of passengers on the Arrow Highway and Foothill Boulevard between Upland and San Bernardino for the period from April 27 to May 2, 1931, inclusive, shows an average of 3.46 passengers per trip (Exhibit 14). The bulk of the business now moving on the lines proposed to be suspended is moving from points where the Pacific Electric Railway is accessible or where the local jitney bus from Rialto to San Bernardino is available. Fontana has a Pacific Electric Railway station about two blocks away from the Arrow Highway where the applicant's busses pass over said highway. Rialto also has Pacific Electric Railway service and the service of a local bus operator between that point and San Bernardino. Applicant intends to conserve expense by eliminating temporarily one or two round trips between Ontario and San Bernardino.

The granting of this portion of the application is protested by the Fontana Chamber of Commerce and by residents of Fontana. It is alleged that the temporary withdrawal of service will result in certain prospective patrons living in Fontana being deprived entirely of public transportation and required to walk long distances to avail themselves of the rail services of the Pacific Electric Railway. These protestants do not believe that a suspension of service which they have enjoyed for a number of years should be authorized at this time. The record of passengers handled, as filed by applicant, does not indicate a volume of business which justifies continuous operation, especially in view of the fact that the general operations of applicant are now

conducted at a deficit. We are of the opinion based upon the record herein, that the temporary suspension of service should be granted.

O R D E R

Public hearings having been held on the above-entitled proceeding, the matter having been duly submitted following the filing of briefs, the Commission being now fully advised and basing its order on the preceding opinion,

IT IS HEREBY ORDERED that permission and authority be and it hereby is granted to applicant, Motor Transit Company, a corporation, to abandon and discontinue all service as a common carrier of passengers and property on the following described routes:

1. Via Verdugo Road from the south junction of Verdugo Road with Canada Boulevard to the north junction of Verdugo Road with Canada Boulevard.
2. Montrose via Verdugo Road to La Canada; thence via Foothill Boulevard and Michigan Avenue to La Crescenta.
3. Via Riviera-Downey Road from its intersection with Lexington Road to its intersection with Telegraph Road.
4. Via Brea Canyon Road from Brea to a point just east of Walnut where said Brea Canyon Road intersects Valley Boulevard.
5. The route from March Field via Val Verde, Perris, Ethanac and Romoland to Hemet, and from Hemet to Idyllwild via Valla Vista and Tahquitz Lodge.
6. From Igo's Store at the junction of Big Bear Road and Mill Creek Road via Forest Home to Valley of the Falls.
7. From the intersection of Archibald Avenue and Colton Road via Archibald Avenue to the intersection of Archibald Avenue and Foothill Boulevard.
8. From the intersection of Center Street and La Cadena Drive in West Highgrove via Center Street and Mt. Vernon Avenue to Barton Avenue, and thence to Loma Linda.

9. From Placentia via Santa Fe Street to Bradford Street; thence on Bradford Street to Crowther Street; thence via Crowther Street to Placentia-Yorba Road; thence via the Placentia-Yorba Road to Atwood and from Atwood north to Richfield Road to Yorba Linda Boulevard; thence east via Yorba Linda Boulevard to Yorba Linda, and from Atwood east via Santa Ana Canyon Road to its junction with Riverside-Orange Road at Peralta.

IT IS HEREBY FURTHER ORDERED that permission and authority be and the same hereby is granted to applicant, Motor Transit Company, a corporation, to suspend service until the further order of this Commission, over and along the following routes:

From Ontario northerly along Euclid Avenue to the intersection of Euclid Avenue with Foothill Boulevard; thence via the Foothill Boulevard to San Bernardino.

Between Upland and San Bernardino via the Arrow Highway.

The authority hereby conveyed by this order is subject to the following conditions:

Applicant shall within thirty (30) days after the abandonment or discontinuance of service over any of the routes herein mentioned advise this Commission, in writing, as to the date such abandonment of route or discontinuance of service was made effective. If the abandonment of route or discontinuance of service is not made effective within one (1) year from the date hereof the permission and authority hereby granted shall lapse and become void, unless further time is granted by supplemental order of this Commission.

Applicant shall post notice of the discontinuance of service or of the abandonment of route for the information of the public in all cars and at all stations effected on routes for which abandonment of service or suspension of operation is hereby authorized, such notices to be posted at least five (5) days before the suspension of service or discontinuance of route shall be made effective.

Applicant shall duly file, in form acceptable to the Railroad Commission cancellation of tariffs and time schedules, or revisions of same, in accordance with the authority herein granted.

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

Dated at San Francisco, California, this 23rd day of November, 1931.

C. Seaver
Leon Williams
M. J. Kim
W. B. Higgins
Fred G. Stewart.
Commissioners.