

Decision No. 25428

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY, a)
corporation, for an in lieu certificate) APPLICATION NO. 17984
of public convenience and necessity.)

BY THE COMMISSION.

ORIGINAL

FIFTH SUPPLEMENTAL OPINION AND ORDER

The Pacific Electric Railway Company filed the above supplemental application requesting authority to discontinue a portion of its so-called Ontario-Upland-San Antonio Heights Motor Coach Line between Upland and San Antonio Heights, in the County of San Bernardino, State of California.

Applicant was granted, by this Commission's Decision No. 23293, dated January 19, 1931, on Application No. 17128, authority to consolidate the operations of its Ontario-Upland and Upland-San Antonio Heights Motor Coach Lines, which certificate was subsequently included in the "in lieu" certificate granted by this Commission's Decision No. 24854, dated June 13, 1932, on Application No. 17984. The route of said Ontario-Upland-San Antonio Heights Motor Coach Line is as follows:

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.

Applicant proposes to discontinue operation of said motor coach line between applicant's depot at Upland and the end of the

line at San Antonio Heights, the route of said portion of the line being as follows:

From Pacific Electric depot in Upland on Second Avenue between C and D Streets; 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.

Applicant alleges that it proposes to discontinue said service, because the line has been operated at a loss for a long period of time; that there is no prospect of increase of traffic which will make the service remunerative, and that present financial condition of the Company makes it imperative that all reasonable economies be effected.

A traffic check (Exhibit "B" attached to the application), taken for the period September 23 to 29 inclusive, 1932, shows an average traffic per trip, between Upland and San Antonio Heights, of 1.3 passengers.

The financial results of operation (Exhibit "C" attached to the application) for the motor coach service between Upland and San Antonio Heights for the period January 1, 1932, to July 31, 1932, are as follows:

Total Operating Revenue,	\$340.42
Total Operating Expenses (Out-of-Pocket)	2083.77
Net Loss from Operation,	<u>\$1743.35</u>
Taxes,	110.01
Total Loss from Operation,	<u>\$1853.36</u>

After carefully considering all of the evidence in this matter, it appears that the continued operation of the motor coach service herein proposed to be discontinued is not justified by the patronage offered by the traveling public, in that the amount of revenue, in comparison to operating costs, places an undue and unwarranted burden on applicant and the patrons, in the continued

maintenance of the unprofitable motor coach service herein proposed to be discontinued, therefore

IT IS HEREBY ORDERED that Pacific Electric Railway Company is hereby authorized to discontinue that portion of its so-called Ontario-Upland-San Antonio Heights Motor Coach Line between Upland and San Antonio Heights, in the County of San Bernardino, and to cancel in conformity with the rules of the Commission all rate tariffs and time schedules pertaining thereto, subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of such discontinuance of service by posting notice of such discontinuance in all motor coaches operating on said line and at all stations affected.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after said discontinuance has become effective.
- (3) If said service has not been discontinued within one (1) year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.
- (4) The Commission reserves the right to issue such other and further orders in this proceeding as to it may appear just and proper, or as, in its opinion, may be required by public convenience and necessity.

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

Dated at San Francisco, California, this 10th day of December, 1932.

C. C. Jones

W. H. Carr

W. B. Lewis

Fred G. Steward

Commissioners.