

ORIGINALDecision No. 40075

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PACIFIC ELECTRIC RAILWAY COMPANY, a)
 corporation, for authority to discon-) Application No. 28172
 tinue regular rail passenger service)
 between Baldwin Park and Covina.)

O P I N I O N

Pacific Electric Railway Company now operates a regular rail passenger service between Los Angeles, El Monte, Baldwin Park, and Covina along a route known as the Los Angeles-Covina Line, and also operates other rail service for the transportation of freight, express, and United States mail over said line.

By this application authority is sought to discontinue operation of regular rail passenger service over that portion of the Los Angeles-Covina Line between Baldwin Park and Covina Station, a distance of 4.1 miles.

Applicant desires to retain authority to operate a seasonal passenger service over said section of line in order to serve the Los Angeles County Fair Grounds at Pomona and no change is proposed in the operation of applicant's service transporting freight, express, or United States mail over the line between Baldwin Park and Covina.

As justification for granting the authority requested applicant states that:

"For many years prior to November 4, 1946, applicant operated its regular rail passenger service between Baldwin Park and Covina over its original line through Covina. This line was abandoned, under authority of your Decision No. 39089, dated June 12, 1946, in Application No. 27026.

"Commencing November 4, 1946, pursuant to the authority granted by the above mentioned decision, applicant operated its regular rail passenger service between Baldwin Park and Covina over a portion of a railroad line acquired from Southern Pacific Railroad Company, and Southern Pacific Company, its lessee, which service is being operated at this time.

"Applicant now operates five rail trips each way, daily except Sundays and holidays, between Los Angeles, Baldwin Park, and Covina, all other trips on said Los Angeles-Covina rail line being operated between Los Angeles and Baldwin Park. No rail passenger service on Sundays or holidays is provided between Baldwin Park and Covina, all trips originating or terminating at Baldwin Park on such days. Of these five trips each way, two of the early morning outbound trips from Los Angeles are operated through to Covina in order to get crews and equipment to Covina to operate morning inbound trips to Los Angeles; and the only evening inbound trip from Covina to Los Angeles is operated to return to Los Angeles the crew on the last outbound Los Angeles-Covina trip.

"Attached is check of travel, marked Exhibit 'F', for period of January 6 to 11, inclusive, 1947, showing passengers boarding and leaving Los Angeles-Covina rail line trains at stops east of Baldwin Park to and including Covina Station. This exhibit shows an average of approximately ten revenue passengers carried in each direction per week day. For some time prior to November 4, 1946, there was no substantial volume of passengers handled on former rail line between such points.

"In the territory in which regular rail passenger service is proposed to be discontinued, applicant's Los Angeles-Covina-Pomona motor coach line can adequately handle the passengers now being carried by rail in this area.

"Public convenience and necessity does not warrant the continuance of such regular rail passenger service.

"Between Baldwin Park and Covina, applicant's Los Angeles-Covina-Pomona motor coach service and the rail line on which passenger service is proposed to

be discontinued are closely parallel to each other. The motor coach line crosses the rail line at Maine Avenue, Baldwin Park, then operates along Ramona Boulevard and San Bernardino Road, from 800 to 1500 feet south of the rail line, to the City of Covina. In the City of Covina, the motor coach line is from 900 to 2100 feet south of the rail line. With the discontinuance of rail passenger service as proposed herein, residents between Baldwin Park and Covina will have available such motor coach service. Effective February 3, 1947, the Los Angeles-Covina-Pomona motor coach service is to be increased by operation of two additional trips inbound in the morning rush period from Covina to Los Angeles, and two additional trips outbound in the evening rush period from Los Angeles to Covina. Also, schedule of such service will be revised so that all trips operated inbound during AM rush hours and outbound during PM rush hours will be operated as limiteds between Los Angeles and Tyler Street, El Monte. Patrons in the Covina area will be provided improved motor coach service over that now available."

Changes in fares proposed in connection with discontinuance of said regular rail passenger service are as follows:

- (a) Defined limit of Baldwin Park, Sideline Index F-9, to be changed from "Orange Avenue" to "Downing Avenue", the latter being the easterly point in Baldwin Park to and from which regular rail passenger service would be operated.
- (b) Certain points would be "flagged" to show that fares apply only on seasonal service, the same as is now done with points east of Covina.

Applicant's principal passenger service between Covina and Baldwin Park or Los Angeles is provided by motor coach service between Pomona and Los Angeles, via ^{Covina} ~~Green~~ and Baldwin Park. Both rail and coach service operate from the same terminal in Los Angeles.

The following is a summary of schedule of passenger motor coach service as of the date of the filing of this application:

Number of Scheduled Motor Coach Trips
between Los Angeles and Pomona, via
BALDWIN PARK and COVINA

	<u>Inbound to Los Angeles</u>	<u>Outbound from Los Angeles</u>
Daily except Saturdays, Sundays and holidays	18	18
Saturdays only	17	18
Sundays and holidays	15	16

The City of Covina and the Covina Chamber of Commerce favor the granting of applicant's request and the application is not opposed by the Brotherhood of Railroad Trainmen.

Upon the showing made by applicant we find the proposed abandonment of regular rail passenger service between Baldwin Park and Covina is in the public interest and, therefore, the application will be granted.

O R D E R

Application having been made therefor, the Commission being fully advised in the premises and finding that public convenience and necessity so require,

IT IS ORDERED:

That Pacific Electric Railway Company be, and it hereby is, authorized to discontinue its regular rail passenger service between Baldwin Park and Covina, subject to the following conditions:

- (a) Applicant shall give not less than five (5) days' notice to the Commission and the public, of its change of passenger train operation.
- (b) Applicant shall, within thirty (30) days thereafter notify this Commission, in writing, of

the discontinuance of said service and of its compliance with the conditions hereof.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 17th day of March, 1947.

Harold D. Kula
Justus J. O'Connell
Joseph K. Farrell
R. F. Dunderman
Harold D. Kula
COMMISSIONERS