

Decision No. 20247

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of
 MICHAEL M. DONAHUE, owner and operator
 of the Michillinda Bus Line, according
 to Decision No. 19792 of the Railroad
 Commission of the State of California,
 for a reduction of service and a reduction
 of distance of route covered by said
 Michillinda Bus Line.)
)
)
) Application
) No. 15043
)

ORIGINAL

BY THE COMMISSION -

OPINION and ORDER

Michael M. Donahue, owner and operator of the Michillinda Bus Line, has petitioned the Railroad Commission for authority to discontinue service over that part of the route he was authorized to serve by Railroad Commission Decision No. 19792, to reduce the service he is now giving over the remaining part of the route and to discontinue operation on Sundays and holidays.

The Michillinda Bus Line has been in operation for three months and the present application is based on experience and knowledge gained through said operation. Proposing to eliminate service beyond the intersection of Blanche Street and Huntington Drive, applicant Donahue declares -

- 1- That only 5% of his bus patrons live between the points between which service is proposed to be abandoned.
- 2- That for several days at a time he has made twenty five trips daily without carrying a single passenger.
- 3- That the average number of passengers per day of 25 trips has been 4 $\frac{1}{2}$.
- 4- That the service of the road used is exceptionally rough causing more than normal wear on equipment.

Applicant is now operating on a 30-minute schedule all day and every day. He asks for authority to operate an hourly service in the forenoon and a 30-minute service in the afternoon, the last trip to be made at 6 P.M., instead of 6:50 P.M., and to discontinue

service altogether on Sundays and holidays. He supports this feature of his application by the declaration:

- 1- That on the 6:50 P.M. trip he rarely carries a passenger.
- 2- That the average number of passengers carried on Sundays and holidays has been, over a period of ninety days, 34, as against a daily average (including Sundays and holidays) of 93.

Applicant claims he is now operating at a loss of \$2 per day. He believes that with the shortening of the route and the elimination of unprofitable trips as proposed he will eventually be able to operate the line profitably. He declares further that a canvass of the district affect^{ed}/by the proposed changes shows no evidence of objection to the proposed changes in schedules.

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, with the understanding, however, that the order herein shall not be construed as authority to eliminate restrictions contained in Decision No. 19792.

IT IS HEREBY ORDERED that applicant herein be and he is hereby granted authority to discontinue bus service between Blanche Street and Huntington Drive along Rosemead Boulevard; to discontinue service on Sundays and holidays and to establish the service as proposed in the application herein, and

IT IS HEREBY FURTHER ORDERED that applicant Donahue shall immediately file time schedules and tariffs covering service as established under authority of the order herein.

Dated at San Francisco, California, this 21st day of September, 1928.

Leon Whiteley
Chas. Seaman
James J. [unclear]
John O. [unclear]

COMMISSIONERS.