

ORIGINAL

Decision No. 7807

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application)
of WHITE BUS LINE, INC., a corpora-)
tion, for permission to issue) Application No. 5543.
\$150,000.00 of common stock.)

H. A. Encell and E. W. Kidd for applicant.

BY THE COMMISSION:

O P I N I O N

Applicant applies for authority to issue \$150,000 par value of its common capital stock, the proceeds to be used in acquiring 31 automobile stages, one automobile truck, furniture, fixtures, garage equipment and other personal property, with operative rights to transport passengers between Los Angeles and Ontario, between Ontario and Riverside, between Ontario and San Bernardino, between San Bernardino and Redlands, and between Pomona and Chino.

A public hearing upon the application was held by Examiner Westover at Los Angeles.

The property in question is the same as

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that described in Decision No. 7001 of December 31, 1919, upon Application No. 5214, wherein the Commission authorized O.R. Fuller to lease the property to White Bus Line, a corporation, and in Decision No. 6879 of November 28, 1919, upon Application No. 5138 authorizing Will R. Forker as trustee to convey the property to said O.R. Fuller. In above application No. 5214, the property is described as of the value of \$119,000.00.

It appears from the testimony at the hearing on the present application that the 31 Moreland trucks with passenger stage bodies, and one Cadillac truck, if new, would cost \$147,525 at present prices; but that it would not be possible to procure deliveries of new stages for many months.

Applicant showed that the net revenue of the line when operated by Mr. Forker as trustee under the name of Orange Belt Line was \$13,199.55 for the 18 months which ended November 30, 1919, not including depreciation. It refers to this as the development period of the business during which it was in active competition with the so-called Clark lines which has been purchased by Mr. Fuller. The stages have been used from eight months to two years.

Under all the circumstances, not more than \$120,000. par value of stock should be issued.

O R D E R

A public hearing having been held upon the above entitled application, the matter being submitted and now ready for decision, and the Commission being of the opinion that the money, property or labor to be procured by the issue of said stock is reasonably required for the purpose or purposes specified in the order and that the expenditures for such purposes are not in whole or in part reasonably chargeable to operating expenses or to income,

IT IS HEREBY ORDERED that White Bus Line be and it is hereby authorized to issue \$120,000 par value of its capital stock and use the proceeds for the purpose of acquiring the operating rights and property described in the application and in the schedule which accompanies this order.

IT IS HEREBY FURTHER ORDERED that O. R. Fuller be and he is hereby authorized and empowered to convey to applicant White Bus Line the operating rights and property described in the application and in the schedule which accompanies this order.

The authority herein granted is upon the following conditions:

1. Nothing herein contained shall be construed as a finding by the Commission of the value of said properties for the purpose of fixing rates or for any purpose other than for the purposes of the transfer herein authorized.

2. The authority herein granted to transfer property and issue stock shall apply only to such property and to such

stock as may be issued on or before 60 days from the date hereof.

3. Within 10 days after the execution of instrument of conveyance herein authorized, a certified copy of such instrument shall be filed with the Railroad Commission by said White Bus Line.

4. Said White Bus Line shall keep a true and accurate record of the stock herein authorized, and on or before the 25th day of each month until all of said stock has been issued and the proceeds thereof expended, it shall file with the Railroad Commission a verified report, as required by the Commission's General Order No. 24, which order, in so far as applicable, is made a part of this order.

Dated at San Francisco, California, this 28th day of June, 1920.

H. B. Loveland
Frank Berlin
H. C. Brundage
Irving Martin
Commissioners.

Schedule of property to accompany opinion and order in Application No. 8543, - right to operate automobile stage lines and routes in the Counties of Los Angeles, San Bernardino and Riverside, to wit:

(1) Between the city of Los Angeles, California, and the city of Ontario, California, and all way points, over that public highway commonly called the "Valley Boulevard". Said Valley Boulevard runs in a generally easterly and westerly direction, is paved and passes through the cities and towns of Alhambra, El Monte, Puente and Pomona.

(2) Between the City of Ontario, California, and the city of Riverside, California, and all way points over that public highway described as follows: From office 126 N. Euclid Avenue, Ontario; South on Euclid Avenue to A Street; east on A Street to Bon View avenue; south on Bon View avenue to Riverside boulevard; east via Collins station, Wineville and Riverside; east on Seventh Street, Riverside to Main street; south on Main street to Eighth Street; west on Eighth street to No. 741/Eighth Street.

(3) Between the city of San Bernardino, California, and the city of Redlands, California, and all way points over that public highway described as follows: East on Third street to E street; south on E street to Colton avenue; east on Colton avenue to Loma Linda drive; south on Loma Linda drive to Mountain View Avenue; east on Mountain View avenue to Redlands Junction and Brookside avenue, Redlands; east on Citrus street to Orange street; north on Orange Street to State street.

(4) Between the city of Ontario, California, and the city of San Bernardino, California, and all way points over that public highway described as follows: From office No. 126 N. Euclid Avenue, Ontario; north on Euclid avenue to Ninth street, Upland; east on Ninth street to Second avenue; north on Second avenue to Tenth street; east on Tenth street to Foothill Boulevard, Cucamonga, Etiwands, Fontana, Rialto to Fourth Street, San Bernardino, east on Fourth street to Mount Vernon street, south of Mount Vernon street to Third street; east on Third Street to F street.

(5) Between the city of Pomona, California and the city of Chino, California, and all way points over that public highway described as follows: From office No. 246 Carey Avenue, north on Carey Avenue to Holt avenue, east on Holt avenue to Central Avenue, Riverside drive; west on Riverside drive to Sixth street, Chino; south on Sixth street to "D" street No. 391 Sixth Street.

(6) Also all permits, licenses, franchises and operating rights heretofore granted by any city, town, or county through or in which the said Orange Belt Line is now or at any time in the past has been operated, or under authority of which said Orange Belt Line claims to have the right to so operate in any of such cities, towns, and counties.

Together with the following:-

PERSONAL PROPERTY

Thirty-one (31) Moreland automobile trucks,
equipped with special bus bodies, and
one Cadillac shop car,

Furniture and fixtures,

Garage equipment,

Rent deposit (on lease of depot at Sixth and
Los Angeles Street, Los Angeles, Cal.)

Station building at Ontario, California,

Station building at Sixth and Los Angeles Streets,
Los Angeles, California,

Automobile parts on hand,

Gasoline and oil on hand.