

Decision No. 38127

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of Loren W. Smith, doing business)
as CITRUS BELT LINES, to abandon)
bus operative rights between) Application No. 26716
Ontario and Douglas at Long Beach)
and intermediate points.)

BY THE COMMISSION:

O P I N I O N

Loren W. Smith, doing business as Citrus Belt Lines, requests authority to abandon operation of a passenger stage service between Ontario and the Douglas Aircraft Company plant at Long Beach. By Decision No. 35131, dated March 17, 1942, he was authorized to transport "passengers and their baggage between Ontario, Pomona, Brea, Fullerton, Anaheim, Cypress, Buena Park, Norwalk, and intermediate points, on the one hand, and Douglas Aircraft Plant * * *, and the Vultee Aircraft Plant * * *, on the other hand, * * *. No intermediate local service was to be provided.

Having been advised that his certificate does not authorize him to carry passengers locally between the above-named communities, applicant desires to completely abandon his right as the operation is not self-supporting on the Douglas plant business alone. The Vultee line was never established due to difficulties in obtaining equipment.

Applicant's claim that the service, as restricted, is noncompensatory is supported by operating reports filed with his application showing that for the months of February

and March, 1945, operating revenue was \$2,404.46 and operating expense was \$3,746.91, or a net loss of \$1,342.45. If operating income of \$559.20, resulting from unauthorized local business, is deducted the loss for the certificated operation is, accordingly, \$1,902.05 for the two-month period. Although these figures are not entirely in agreement with our engineer's report, nevertheless the latter's analysis reveals an operating loss in excess of \$400 a month.

The superintendent of employee transportation of the Douglas Aircraft Company stated that very few Douglas employees are carried by applicant from points north of Fullerton and that patronage between Fullerton and Douglas is insufficient under present conditions to support the line. The company has written that its share-the-ride plan can absorb most of applicant's passengers and, therefore, will not protest the application.

In view of the present war situation, an increased demand for applicant's service seems unlikely, and under the circumstances as herein set forth, applicant's request appears justified. The application will be granted. A hearing is not necessary.

O R D E R

Application having been filed, it being hereby found that the public interest so requires, and good cause appearing,

IT IS ORDERED as follows:

(1) That Loren W. Smith be, and he hereby is, authorized to discontinue and abandon service as a passenger stage corporation between Ontario, Pomona, Brea, Fullerton, Anaheim, Cypress,

Buena Park, Norwalk, and intermediate points, on the one hand, and Douglas Aircraft Plant near the intersection of Lakewood Boulevard and Lincoln Boulevard, and the Vultee Aircraft Plant at Lakewood Boulevard, approximately 1/4 mile south of Firestone Boulevard, on the other hand, as authorized by Decision No. 35131, subject to the following condition:

(a) That applicant shall give not less than ten (10) days' notice of abandonment to the public by posting notice at his Douglas Aircraft Company plant stop or terminal and in his buses.

(2) That applicant shall, within sixty (60) days from the effective date hereof and on not less than ten (10) days' notice to the Commission and the public, cancel tariffs and time tables applicable to the service he is herein authorized to discontinue and abandon.

(3) That the certificate of public convenience and necessity granted by Decision No. 35131 is hereby revoked and annulled.

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

Dated at San Francisco, California, this 14th day of August, 1945.

Harold Ordman
Justice J. C. Cullen
Richard L. Asher
Frank W. Cline
James H. Lammie
COMMISSIONERS