

Decision No. 41320

ORIGINAL

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 JACK SCHIPP and PAUL DILLINGHAM, )  
 copartners, doing business as Citrus )  
 Belt Lines, for certificate of con- )  
 venience and necessity covering ) Application No. 28914  
 extension of service between Chino, )  
 Ontario, Guasti, Cucamonga, and Alta )  
 Loma, San Bernardino County, )  
 California. )

Jack Schipp and Paul Dillingham for applicant. Frank J. Barke for Pontana Bus Lines, protestant; W. E. Johnson for Chino Chamber of Commerce, and Doris McFerran for Ontario Chamber of Commerce, interested parties.

## O P I N I O N

Applicant now operates a "passenger stage" service in the City of Ontario and vicinity, and between the Cities of Pomona and Chino. By this application it seeks authority to establish a new line between Ontario, on the one hand, and Chino and Alta Loma, on the other hand.

A public hearing was held in Ontario on March 4, 1948, before Examiner Chiesa. Evidence, oral and documentary, having been adduced, the matter was submitted for consideration.

The record shows that applicant proposes to operate a new bus line from Alta Loma, situated approximately 12 route miles northeasterly of Ontario, to Chino, approximately 6 miles southwesterly of Ontario, serving the intermediate communities of Cucamonga, Guasti, and Ontario.

Applicant proposes 5 fare zones. Intrazone fares will be 10 cents, with interzone fares of 10 cents for the first zone and 5 cents for each additional zone traversed, except that the proposed fare between Ontario and Chino (2 zones) will be 20 cents one way and 35 cents round trip. Five schedules in each direction will be operated daily on a two-hour headway, starting at Alta Loma, southbound, at 8:00 a.m., and at Chino, northbound, at 9:00 a.m. One of applicant's partners testified this schedule would be revised, if necessary, to meet the public transportation needs. The total route distance is approximately 18 miles. Fare breaks are proposed at the intersections of Archibald & Arrow Highway, Archibald & G Street (Colton Avenue), Virginia Avenue & A Street, and Euclid Avenue & Ely Street. Applicant has recently acquired three additional buses and will use a conventional-type, 28-passenger, 1942 Chevrolet bus in rendering service as herein proposed.

The Secretary-Manager of the Ontario Chamber of Commerce and the President of the Chino Chamber of Commerce, testified in behalf of applicant. Their testimony clearly shows that a public need exists for a bus service between the said communities. Ontario is the principal business and shopping center for persons residing in Alta Loma, Cucamonga, and Guasti. The record shows that residents of Chino also require transportation to and from Ontario where the nearest Federal, State, and County branch agencies are located. There is no direct bus transportation between any of the communities situated along the proposed route.

Fontana Bus Lines protested the application because a portion of the proposed route passes through the Kaiser Homes

project along I Street in the City of Ontario, and also because applicant proposes to pick up and discharge passengers at the intersection of Archibald Avenue & Fourth Street, both areas now served by protestant. Applicant agreed to reroute its line along G Street instead of I Street, which change was satisfactory to protestant. The evidence shows that the protest pertaining to the intersection of Archibald Avenue & Fourth Street is not justified. Protestant now operates an hourly service easterly and westerly along Fourth Street, at said intersection, whereas applicant proposes a two-hour headway northerly and southerly along Archibald Avenue. Protestant's fare from this intersection into Ontario is 15 cents, and applicant's proposed fare is 20 cents. Also, protestant's route is more direct and requires less running time. Furthermore, there are very few homes within a quarter of a mile of said intersection.

The Pacific Electric Railway Company, which operates a bus service along a portion of the proposed route, does not oppose the application. The Cities of Ontario and Chino, and several civic and welfare groups, favor the establishment of the proposed transportation service.

Upon full consideration of the evidence of record in this proceeding, the Commission is of the opinion and finds that public convenience and necessity require that the application be granted. We find, also, that a restriction upon applicant's service at the intersection of Archibald Avenue & Fourth Street would not be in the public interest.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the matter having been submitted, the Commission being fully advised in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Jack Schipp and Paul Dillingham, copartners, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2½ of the Public Utilities Act, for the transportation of persons between Chino and Alta Loma (County of San Bernardino), and intermediate points, as an extension and enlargement of, and to be consolidated with, their present operative rights.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Jack Schipp and Paul Dillingham shall conduct said passenger stage operation over and along the following described route:

Chino-Ontario-Alta Loma

Beginning at the intersection of Sixth & D Streets in Chino, thence easterly on D Street to Twelfth Street, thence northerly on Twelfth Street to Riverside Drive, thence easterly on Riverside Drive to Euclid Avenue, thence northerly on Euclid Avenue to Ely Street in Ontario, thence westerly on Ely Street to Fern Avenue, thence northerly on Fern Avenue to Dessau Street, thence westerly on Dessau Street to Vine Avenue, thence northerly on Vine Avenue to Emporia Avenue, thence easterly on Emporia Avenue to Euclid Avenue, thence northerly on Euclid Avenue to G Street, thence easterly on G Street to Holmes Avenue, thence southerly on Holmes Avenue to D Street, thence easterly on D Street to Virginia Avenue, thence southerly on Virginia Avenue to A Street, thence easterly on A Street to Turner Street, in Guasti, thence northerly on Turner Street to G Street (Colton Avenue), thence westerly on G Street to Archibald Avenue, thence northerly on Archibald Avenue to Eighth Street, in Cucamonga, thence easterly on Eighth Street to Center Street, thence northerly on Center Street to Arrow Highway, thence westerly on Arrow Highway to Archibald Avenue, thence northerly on Archibald Avenue to Baseline Avenue, in Alta Loma, thence westerly on Baseline Avenue to Amethyst Street, thence northerly on Amethyst Street to its intersection with Lomita Drive.

Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

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

Dated at San Francisco, California, this 16<sup>th</sup> day of March, 1948.

R. Z. Induray  
Justin J. Calver  
James P. Hule  
Samuel P. Potts  
 COMMISSIONERS