

**ORIGINAL**Decision No. 47205

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

In the Matter of the Application of )  
 SHERMAN T. MARQUAND and WILLIAM M. )  
 MONTGOMERY, dba M & M TRANSPORTATION )  
 LINE, for authority to abandon bus ) Application No. 33260  
 service between Victorville and )  
 George Air Force Base, San Bernardino )  
 County, California. )

William J. Johnstone, for applicant.  
Major Winnesslor St. Amour and First Lieutenant Carl  
Trauernicht, Jr. of the George Air Force Base,  
 interested parties.

O P I N I O N

Applicant, a copartnership, operates a passenger stage service between Victorville and the George Air Force Base and an adjacent housing project in the County of San Bernardino (Decision No. 43356 in Application No. 30552). The distance between the points served is approximately six miles, and the fare is 15 cents one-way. Authority to abandon such operation is sought herein.

A public hearing was held in connection with this application on May 2, 1952, in Victorville before Examiner Chiesa, at which time evidence was received and the matter was submitted.

William M. Montgomery, one of the partners, was the only witness. Evidence was presented showing that the revenue for the first three months of 1952 totaled \$1,305.15, and expenses totaled \$1,163.25, resulting in a profit, before compensation for the driver, of \$141.90. The figures for April of this year were: revenue passengers, 2,963; operating revenue, \$444.45; operating expenses, not including license fees, taxes, or driver's wages, \$255.88. The revenue averaged 12 cents per bus mile.

For the year 1951, applicant's total revenue was \$9,300.25, and expenses, not including driver's wages, were \$6,565.95.

Ten round trips daily are operated between 7:30 a.m. and 11:30 p.m. The witness testified that he did the driving and received no compensation for his services.

The record shows that applicant averages approximately 100 passengers per day, amounting to a revenue of \$15. No 10-cent passengers are transported, although applicant publishes such fare between the base and the housing project. It appears that the principal causes for the small number of passengers are privately owned automobiles, share-the-ride stations at the base entrance, and pool cars operated by civilian employees. As there are about 5,000 persons at the base and housing project, the extent of nonpublic transportation is apparent.

The evidence also indicates that any material increase in fares would probably further reduce the number of passengers without resulting in any appreciable increase in revenue.

It was the position of the representatives of the air base that traffic volume would pick up in the near future when and as National Guard units are replaced by younger men, as the latter would probably not have as many private automobiles.

No practical solution for an adequate improvement of applicant's operating revenues was advanced.

Having fully considered the evidence, we are of the opinion and find that applicant's business is not compensatory and, there being no immediate expectation of adequate financial improvement, applicant will be authorized to discontinue its passenger stage service.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises, and good cause appearing,

IT IS ORDERED:

(1) That Sherman T. Marquand and William M. Montgomery, copartners, be, and they hereby are, authorized to discontinue the passenger stage service authorized by paragraph II of the order in Decision No. 43356, in Application No. 30552, and the certificate of public convenience and necessity granted to applicants herein by said decision is hereby revoked, and all effective tariffs and time-tables are hereby canceled and annulled.

(2) That in all other respects said Decision No. 43356 shall remain in full force and effect.

(3) That applicant shall give not less than ten (10) days' notice of abandonment to the public by posting plainly visible notices at principal stations and loading points and on all buses.

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

Dated at San Francisco, California, this 27<sup>th</sup> day of May, 1952.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]  
Commissioners