

Decision No. 47243**ORIGINAL**

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

In the Matter of the Application of )  
 Jack Schipp and Paul Dillingham, co- )  
 partners, dba Citrus Belt Lines, for )  
 a certificate covering change of ) Application No. 33291  
 routes between Chino, Ontario, Guasti, )  
 Cucamonga, Alta Loma, and Ontario, )  
 Upland, San Bernardino County, Cali- )  
 fornia, and schedule for such service. )

Jack Schipp for applicant; Lyman A. Keys for the  
 Upland Chamber of Commerce, interested party; and  
 Mrs. Jessie McKinney, Mrs. Julia Cutler, Mr. Howard  
 D. Cutler, Mr. W. E. Johnson, Mrs. Betty Odell,  
 Mr. S. D. Thomas and Mr. David Allen, in propria  
 personae, interested parties.

O P I N I O N

Applicant now operates a passenger stage service between Pomona and Chino; between Ontario and Upland; and between Chino and Alta Loma, serving points intermediate to said communities as more specifically set forth in Decisions Nos. 39622 and 41320.

By this application authority is sought to reroute a portion of the present Chino-Alta Loma route between the Cities of Chino and Ontario and to reroute its present Ontario-Upland line in the City of Upland and vicinity.

A public hearing was held in Chino, California, before Examiner Chiesa.

That portion of the present route between Chino and Ontario which lies between the intersection of Central Avenue and "D" Street in the City of Chino and the intersection of Belmont Street and Vine Avenue in the southerly portion of Ontario will be abandoned. The principal portion of said segment of said route is operated along Riverside Drive and Fern Avenue. The evidence shows

that for the seven days of May 12 to May 19, 1952, (excluding May 18 as applicant does not operate on Sundays) applicant averaged 2.7 passengers daily northbound and approximately one passenger daily southbound along that portion of the route proposed to be abandoned. Five schedules are operated daily along this route. On the other hand, that portion comprising the proposed new route along Central Avenue and Francis Street is expected to produce more revenue as it will traverse a more developed residential area. Central Avenue is the principal north-south artery through Chino. Francis Street, between Benson and Magnolia Avenues, is developing into a residential area.

The proposed fare-break point will be at the intersection of Francis Street and Palmetto Avenue.

There are no objections to the proposed rerouting of the Chino-Ontario line and upon the evidence in this proceeding we find the proposed change to be in the public interest.

The Upland route extension along Tenth Street, Grove Avenue and Ninth Street will bring applicant's service to a well-developed residential area which at present has no public transportation. The evidence is convincing that a need exists for the proposed bus service. Several residents and a representative of the Upland Chamber of Commerce supported applicant's proposals. There were no protestants and the changes will not adversely affect present patrons.

No change in fares is contemplated and schedules will remain substantially the same except that in the Grove Avenue district service will be inaugurated on a 90-minute headway, seven schedules per day.

Having fully considered the evidence of record, the Commission is of the opinion and finds that public convenience and necessity require the proposed bus service and, therefore, the application will be granted.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That the route description appearing in paragraph 3, subparagraph (b) of the Order in Decision No. 39622, on Application No. 27766, be, and it hereby is, amended to read as follows:

(b) Ontario-Upland Route

Beginning at the intersection of Euclid Avenue and Ely Street in Ontario, thence along Euclid Avenue to Ninth Street in Upland, thence along Ninth Street, Third Avenue to private driveway to Pacific Electric Railway Company depot situated between "C" Street and "D" Street in Upland. Also beginning at the intersection of Second Avenue and Ninth Street in Upland, thence along Second Avenue, Eleventh Street, Fifth Avenue, Pine Street, Campus Avenue to "D" Street in Ontario, thence along "D" Street to Euclid Avenue. Also along Ninth Street in Upland between Third Avenue and Campus Avenue. Also beginning at the intersection of Campus Avenue and Tenth Street, thence along Tenth Street, Grove Avenue, Ninth Street to its intersection with Campus Avenue. Also along "C" Street between Second Avenue and Third Avenue.

(2) That the route description appearing in paragraph 2, subparagraph (c) of the Order in Decision No. 41320, on Application No. 28914, be, and it hereby is, amended to read as follows:

(c) Chino-Ontario-Alta Loma Route

Beginning at the intersection of Sixth Street and "D" Street in Chino, thence east on "D" Street, north on Central Avenue, east on Francis Street, north on Palmetto Avenue (in Ontario), east on Dessau Street, north on Cypress Avenue, east on Belmont Street, north on Vine Avenue, east on Emporia Avenue, north on Euclid Avenue, east on "G" Street, south on Holmes Avenue, east on "D" Street, south on Virginia Avenue, east on "A" Street to Guasti, north on Turner Street, west on "G" Street (Colton Avenue), north on Archibald Avenue, east on Eighth Street (in Cucamonga), north on Center Street, west on Arrow Highway, north on Archibald Avenue, west on Baseline Avenue (in Alta Loma), north on Amethyst Street to its intersection with Lomita Drive.

(3) That except as herein amended said Decisions Nos. 39622 and 41320 shall remain in full force and effect.

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

Dated at San Francisco California, this 9th day of June, 1952.

[Signature]  
President  
Justice F. Casanova  
[Signature]  
[Signature]

Commissioners