

ORIGINALDecision No. 50681

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PAUL DILLINGHAM and JACK SCHIPP,)
 copartners, doing business as CITRUS)
 BELT LINES, to abandon bus service)
 now being furnished between Chino)
 and Alta Loma, and a portion of bus)
 service being furnished in the City)
 of Upland, San Bernardino County,)
 and to temporarily discontinue certain)
 service on Saturdays.)

Application No. 35716

Loren W. Smith, for applicant. Harold J. Martin,
City Manager, City of Ontario, and Edward Atwood,
 for Upland Chamber of Commerce, interested parties.

O P I N I O N

Applicant operates a passenger stage service in Ontario and vicinity, between Pomona and Chino, between Ontario and Upland, and between Chino, Ontario, Guasti, Cucamonga and Alta Loma as more specifically set forth in Decisions Nos. 39622, 41320 and 47243.

By this application authority is sought to (1) discontinue the service between Chino and Alta Loma (authorized in Decisions Nos. 41320 and 47243), (2) discontinue the Grove Avenue loop operation on its Campus Avenue Line, and (3) discontinue the Campus Avenue Line service on Saturday. The reason for the proposed discontinuance of service is lack of patronage resulting in financial losses.

A public hearing was held in Ontario before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

The record shows that applicant lost \$7,326 in the operation of the Chino-Alta Loma service during the eighteen-month

period ending June 30, 1954, or an average annual loss of \$4,884. This line operates 180 bus miles per day at a per-mile cost of 22 cents, or \$39.60 per day operating cost, as compared with an average daily revenue of \$23.67. The daily loss is \$15.93. Five round trips are operated six days per week.

The Grove Avenue loop on the Campus Avenue Line is operated at an annual loss of \$536.64. This loop is 1.8 miles in length, and daily mileage for the seven trips operated is 12.6 miles. The average number of passengers is seven per day, or one per trip. The daily expense is \$2.77 and the daily revenue is \$1.05.

Applicant operates the Campus Avenue Line ten trips per day (three trips are not operated over the Grove Avenue loop) six days per week. The daily mileage is 132.4 miles, and the daily cost is \$29.13. The average Saturday revenue is \$21.31, or a loss of \$7.82 each Saturday. The annual loss from the Saturday operation (on the basis of fifty Saturdays) is \$391.

In 1953 applicant showed a net operating profit for the entire system of \$1,732.24. Proprietors' salaries of \$2,600 were paid in 1953, and \$600 has been paid the first six months of 1954.

Several witnesses testified against the proposed discontinuance. Said witnesses were irregular patrons and wanted the services continued for the convenience of a few riders who apparently have no other means of transportation.

The Commission has carefully considered the evidence of record and is of the opinion and finds that the proposed discontinuance of the Chino-Alta Loma service and the Grove Avenue loop has been justified. We are not satisfied, however, upon the showing made, that the proposed discontinuance of the Saturday service on the Campus Avenue Line is justified. The Chino-Alta

Loma Line is operated 180 miles per day, resulting in serious losses. Patronage on the Grove Avenue loop is practically nonexistent, and said loop, being a divergent route, results in unnecessary delay to other patrons.

The operating results of the entire Campus Avenue Line were not presented. A revenue of \$21.31 per Saturday shows that a material portion of the public has need for this service.

The application will be granted in part and denied in part.

O R D E R

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

IT IS ORDERED:

(1) That Paul Dillingham and Jack Schipp, copartners, doing business as Citrus Bolt Lines, be and they hereby are authorized to discontinue the following passenger stage services:

- (a) Between Chino, Ontario, Guasti, Cucamonga and Alta Loma, as heretofore certificated in Decision No. 41320 on Application No. 28914, and Decision No. 47243 on Application No. 33291;
- (b) beginning at the intersection of Campus Avenue and 10th Street, thence along 10th Street, Grove Avenue, 9th Street to its intersection with Campus Avenue, as heretofore certificated in Decision No. 39622 on Application No. 27766, and Decision No. 47243 on Application No. 33291.

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

(a) 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 along "C" Street between Second Avenue and Third Avenue.

(3) That, except as herein authorized, Decision No. 39622 on Application No. 27766, shall remain in full force and effect.

(4) That Decision No. 41320, on Application No. 28914, and Decision No. 47243, on Application No. 33291, be and they hereby are revoked and cancelled.

(5) That within sixty days from the effective date of this order, and upon not less than five days' notice to the Commission and to the public, applicant shall amend its tariff in accordance with the authority herein granted.

(6) That for a period of ten days prior to the discontinuance of service as herein authorized, applicant shall post at its terminals and in each of its buses a clearly visible notice of said service discontinuance.

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

Dated at San Francisco, California, this 19th day of October, 1954.

John E. Mitchell
PRESIDENT
Justus F. Liberman
Benjamin W. Patten
James Higgins
Paula Winters
COMMISSIONERS