

**ORIGINAL**Decision No. 54894

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the San Diego Transit)  
 System, a corporation, for authority)  
 to abandon service on its Route "G",)  
 La Mesa-Fletcher Hills Line. )

Application No. 38814

Lindley, Lazar and Scales, by Leon W. Scales,  
 attorney for applicant.

Wm. F. Hibbard, for the Public Utilities  
 Commission staff.

**O P I N I O N**

By authority of Decision No. 53582, applicant was authorized to establish a shuttle bus service between the City of La Mesa and the Fletcher Hills area situated approximately five miles north-easterly of said city. The service was established in September, 1956 and has since been continuously operated. The service was instituted to provide public transportation for residents of Lake Murray Manor, Lake Park, Severin Manor and Fletcher Hills who desired to travel to La Mesa and, by transferring to applicant's Routes "E" and "7", to the Cities of San Diego and El Cajon.

By this application authority is sought to discontinue and abandon said shuttle service known as Route "G". The reason for the request is that patronage on the line has not materialized as was expected, and consequently the operation has been conducted at a considerable loss and to the eventual detriment to the system as a whole and to its patrons.

A public hearing was held before Examiner M. V. Chiesa on March 29, 1957, at La Mesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

Notice of the hearing was posted on all buses operated on applicant's Lines "G", "E" and "7" and was also published in four local newspapers. Some twenty-five persons attended.

The record shows that service was established September 10, 1956, and that applicant has been operating 19 schedules daily, except Saturday and Sunday, between the hours of 5:45 a.m. and 6:57 p.m.

Monthly Passenger Revenue, Mileage Operated and Revenue Per Mile for the period September 10, 1956, through March 17, 1957, was as follows:

	<u>Passenger Revenue</u>	<u>Mileage Operated</u>	<u>Revenue Per Mile</u>
September 10-30, 1956	\$ 235.51	3,438	6.85¢
October, 1956	366.42	5,435	6.74
November, 1956	384.23	4,965	7.74
December, 1956	469.82	4,724	9.92
January, 1957	369.58	5,191	7.12
February, 1957	385.90	4,696	8.22
March 1-17, 1957	<u>214.62</u>	<u>2,568</u>	<u>8.36</u>
Totals	\$2,426.08	31,027	Average 7.82¢

Applicant's "Out-of-Pocket Cost" for the same period was \$12,793, or a net out-of-pocket loss of \$10,367. On an annualized basis the net out-of-pocket costs would amount to \$19,966 (Exhibit No. 12).

Applicant made traffic checks on said Line "G" on three normal days, Wednesday and Thursday, January 9 and 10, 1957, and Thursday, March 21, 1957. The results show, for the three days, an average inbound count of 1.19 passengers per trip and an out-bound count of 2.03 passengers per trip (Exhibits Nos. 9 and 10).

The record shows that applicant has extensively and repeatedly advertised the service on Line "G" through local newspaper advertisements, mailing of letters and schedules to homes in the areas served, and house-to-house distribution of Route "G" schedules, as well as those of connecting lines. The results have been as indicated.

Several persons testified or gave statements in opposition to applicant's proposal. No evidence was submitted in contradiction to applicant's showing. Suggestions were made that the route should be extended into the City of El Cajon; that schedules should be curtailed to cut expenses; that Saturday and Sunday service should be inaugurated; that the service should be continued as is until summertime when school children on vacation would avail themselves of the service.

Experience has shown that it is the daily rider that supports a bus service such as the one here under consideration. The record shows that such support has not materialized. Although the area served is continuing to develop, it does not appear that adequate patronage is forthcoming.

The Commission having considered the evidence of record is of the opinion that applicant's request has been justified, 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 good cause appearing,

**IT IS ORDERED:**

(1) That San Diego Transit System, a corporation, be and it hereby is authorized to discontinue its passenger stage service along its Route "G" between the City of La Mesa and the Fletcher Hills area, as previously authorized by Decision No. 53582 on Application No. 37901.

(2) That within sixty days after the effective date of this order, and on 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.

(3) That for a period of at least five days prior to the discontinuance of service as herein authorized, applicant shall post at its terminals and on buses operated on Routes "G", "E" and "7", 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 22nd day of APRIL, 1957.

[Signature]  
President  
[Signature]  
[Signature]

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Commissioners

Rex Hardy  
Commissioners C. Lyn Fox being necessarily absent. Did not participate in the disposition of this proceeding.