

**ORIGINAL**Decision No. 57320

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
H. A. Shelley, doing business as  
Wilmington Bus Company, for author-  
ity to abandon service on one of his  
local lines.

Application No. 40111

H. A. Shelley and Daniel T. Shelley, for applicant.  
Paul L. Garver for Department of Public Utilities  
and Transportation of the City of Los Angeles,  
interested party.  
Mrs. G. R. Tisdale for self, protestant.  
Wm. F. Hibbard, for the Commission staff.

O P I N I O N

Applicant requests authority to discontinue operating its "West Anaheim Blvd. Line" (hereinafter referred to as Route No. 1) because of operating losses being sustained due to lack of patronage.

A public hearing was held in San Pedro before Examiner Mark V. Chiesa. Evidence having been adduced, the matter was submitted for decision.

The Commission finds as follows:

In addition to Route No. 1, applicant also operates a second line known as "Keystone Line" (hereinafter referred to as Route No. 2). Both routes serve the community of Wilmington, Route No. 2 extends northerly into the "Keystone Area" north of Sepulveda Boulevard and west of Avalon Boulevard, and Route No. 1 serves the Wilmington area in a loop operation within the area bounded by Avalon Boulevard, Lomita Boulevard, Figueroa Street and Anaheim Boulevard, said route also extending southerly to Pier A.

Applicant's per bus mile costs are approximately 28 cents. For the month of April 1958, which was prior to the recent fare increase from 12 cents to 15 cents, the per bus mile revenue on Route No. 1 was 12.2 cents. After the fare increase, for the month of June 1958, this line returned only 14 cents per bus mile, or a loss of 14 cents per mile. Route No. 2 in June returned 23 cents per bus mile, or a loss of 5 cents per mile.

For the year ending December 31, 1957, applicant's assets totalled \$20,206.36 and his liabilities were \$8,573.21, or a net worth of \$11,633.15. Annual net loss from certificated operations was \$8,549.14.

Applicant's Route No. 2 will provide service for that portion of the Wilmington area now served by Route No. 1 which lies between Avalon Boulevard on the east and Lagoon Avenue on the west, and service will also be continued to the intersection of Avalon Boulevard and "B" Street. The area westerly of Lagoon Avenue which will no longer be served by applicant is now partially served by the Western Greyhound Lines which operates less frequent schedules into the Wilmington business district. Service between the intersection of Avalon Boulevard and "B" Street and Pier A, which has been very poorly patronized, will also be discontinued.

Notice of hearing was posted in applicant's buses and at terminals for at least one week before hearing. One witness appeared in protest to the application and the Commission received four letters and a petition with 41 signatures objecting to the proposed discontinuance. There is no evidence showing how many of said persons ride the Route No. 1 line, nor how frequently they use the

service. Exhibit C attached to the application shows a total of 4,614 passengers were carried on said line in April of 1958, or an average of 10.4 passengers per round trip.

The Department of Public Utilities and Transportation of the City of Los Angeles did not present any evidence.

The Commission having considered the record and having found the facts as hereinabove set forth, is of the opinion and concludes that the discontinuance of the "West Anaheim Blvd. Line" is justified. As applicant has in the past received several certificates of public convenience and necessity which would not clearly reflect his remaining operating authority, the Commission will, in the order that follows, grant a new certificate in lieu of all past certificates which will be simultaneously revoked.

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, and good cause appearing,

IT IS ORDERED:

(1) That H. A. Shelley, doing business as Wilmington Bus Company, be, and he hereby is, authorized to discontinue the operation of the bus service known as "West Anaheim Blvd. Line" along the following route:

Beginning at the intersection of Neptune Place and Pier A Street, thence along Pier A Street, Water Street, Avalon Boulevard, Anaheim Boulevard, Figueroa Street, Papeete Street, Main Street, Q Street, Neptune Avenue, Lomita Boulevard, Avalon Boulevard, Pacific Coast Highway, Neptune Avenue, Denni Street, Avalon Boulevard to its intersection with Anaheim Boulevard.

(2) That a certificate of public convenience and necessity be, and it hereby is, granted to H. A. Shelley, doing business as Wilmington Bus Company, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of persons between the points and along the routes as set forth in Appendix A, attached hereto and made a part hereof, subject to the conditions and restrictions, if any, as set forth in said Appendix A.

(3) That the certificate of public convenience and necessity granted in paragraph (2) of this order is in lieu of and supersedes all existing certificates of public convenience and necessity heretofore granted to or acquired by H. A. Shelley, which certificates are hereby revoked and cancelled.

(4) That in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- a. Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed upon notice that he will be required, among other things, to file annual reports of his operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.
- b. Within sixty days after the effective date hereof, and upon not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.

(5) 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.

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

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

Dated at San Francisco, California, this 10<sup>th</sup> day of September, 1958

E. Lynn Fox  
President

W. E. Mitchell

Paul J. Winter

Walter D. ...

Theodore J. ...  
Commissioners

Appendix A

H. A. Shelley  
doing business as  
Wilmington Bus Company

Original Page 1

H. A. Shelley, by certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport persons in the Wilmington area of the City of Los Angeles, and the immediate vicinity, over and along the following route:

Wilmington - Keystone Line

Beginning at the intersection of "B" Street and Avalon Boulevard in Wilmington, thence along Avalon Boulevard, Sepulveda Boulevard, Main Street, Carson Street, Avalon Boulevard, 223d Street, Grace Avenue, 229th Street, Anchor Avenue, 231st Street, Panama Avenue to its intersection with Sepulveda Boulevard.

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 intersections, or in accordance with local traffic rules.

Issued by California Public Utilities Commission.

Decision No. 57320, Application No. 40111.