



The application alleges that the average daily fare box receipts on this route are \$24.05 and that the actual out-of-pocket cost of operation is \$34.62 per day. It is alleged that increasing the fare would not make the line profitable, and that a recent traffic check made by applicant reveals that ten passengers daily use the bus going to work from Garden Grove to Santa Ana at the fare of 20 cents, and that approximately 50 passengers daily could use Santa Ana bus service or Southern California Rapid Transit District by paying fares of 25 cents or 37 cents. It is further alleged that the rest of the passengers using the service are shoppers who go at infrequent intervals once or twice a week.

The manager for applicant appeared and testified that he signed the application and that its allegations are true. The witness further testified that applicant has two routes which are served by two buses and that the Route No. 1 sought to be abandoned has been losing money and is a burden to the other route which is paying its own way. The route to be discontinued is surrounded by service operated by the District and the Santa Ana Bus Service so that applicant's Route No. 1 cannot be expanded. Exhibits 3, 4, and 5 in evidence disclose the following losses of revenue for the past three months.

	<u>July</u>	<u>August</u>	<u>September</u>
Cost of operation	\$ 872.40	\$ 959.64	\$ 872.40
Revenue	<u>409.00</u>	<u>559.95</u>	<u>454.75</u>
Loss	\$ 463.40	\$ 399.69	\$ 417.65

The applicant proposes to use the extra bus as standby for its operation of Route No. 2. Discontinuance of Route No. 1 will prevent further depreciation of the reserve assets.

No protestant appeared to testify in opposition to the application.

A Commission staff representative appeared and examined the applicant and recommended that the application to abandon Route No. 1 be granted.

Based upon the evidence the Commission finds that:

1. The present operations of applicant on its Route No. 1 as set forth in the application are not compensatory.
2. The volume of passengers does not justify the continuance of the present service of applicant on its Route No. 1 from Santa Ana to Garden Grove and Westminster as set forth in the application.
3. Discontinuance of applicant's present service along Route No. 1 is justified as other bus service is available for these patrons.
4. Public convenience and necessity no longer require the operation of the services herein authorized to be discontinued.

The application will be granted.

O R D E R

IT IS ORDERED that:

1. Charles J. Black and Sue Black, doing business as Golden West Transit Lines, are authorized to discontinue their regular passenger stage service from Santa Ana to Garden Grove and

Westminster, Route No. 1, effective concurrently with the effective date of tariff and timetable filings required by paragraph 2 hereof.

2. Applicants shall amend their tariff and timetables to reflect the authority herein granted, effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public.

3. Appendix A of Decision No. 71636 is amended by incorporating therein First Revised Page 2, attached hereto, in revision of Original Page 2 and First Revised Page 3 attached hereto, in revision of Original Page 3, and by canceling Original Page 4 of said Decision No. 71636.

4. The authority herein granted shall expire unless exercised within one hundred twenty days after the effective date of this order.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 17<sup>th</sup> day of NOVEMBER, 1967.

Robert E. Haskill President  
William L. Brown  
George  
William L. Brown, Jr.  
Fred P. Morrissey Commissioners

BR

Appendix A  
(Dec. No. 71636)

CHARLES J. AND SUE A. BLACK    First Revised Page 2  
doing business as                    Cancels  
Golden West Transit Lines        Original Page 2

Section 1.    GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS  
AND SPECIFICATIONS.

The certificate hereinafter noted supersedes all operative authority heretofore granted to EUNICE CLAYTON, dba Santa Ana-Garden Grove Bus Lines.

\*CHARLES J. AND SUE A. BLACK, doing business as Golden West Transit Lines, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers between the City of Santa Ana, on the one hand, and the U.S. Marine Base near El Toro, on the other hand, and intermediate points, over and along the route hereinafter described, subject to the following conditions:

- (a) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 73300, Application No. 49655.

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Appendix A  
(Dec. No. 71636)

CHARLES J. AND SUE. A. BLACK  
doing business as  
Golden West Transit Lines

First Revised Page 3  
Cancels  
Original Page 3

Section 2. ROUTE DESCRIPTIONS

\*Route No. 1 - Santa Ana - Garden Grove - Westminster

LINE ABANDONED

Route No. 2 - Santa Ana - Tustin - El Toro

Commencing at 220 E. Third Street (Depot), thence along Spurgeon Street, First Street, "D" Street, Laguna Canyon Road, Red Hill Avenue, Irvine Boulevard, Trabuco Road to its intersection with Wake Avenue.

Also:

- (a) From the intersection of Irvine Boulevard and Sand Canyon Road thence along Sand Canyon Road, Trabuco Road to El Toro Marine Air Station Main Gate No. 1.
- (b) Along Santa Ana Freeway between First Street and Red Hill Avenue.
- (c) Along Red Hill Avenue between the Santa Ana Freeway and Valencia Avenue.

End of Appendix A

Issued by California Public Utilities Commission.

\*Changed by Decision No. 73300, Application No. 49655.