

Decision No. 38261

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of SAN BERNARDINO VALLEY TRANSIT
COMPANY, a corporation, for an
Order Authorizing the Re-routing
of its Shandin Hills-Army Air
Depot Line.

Application No. 24432

18th SUPPLEMENTAL

Appearances

WILLIAM GUTHERIE, for applicant.

F. M. SNELL, protestant.

W. H. WEDDELL, for Base Line Commercial Club,
interested party.

BY THE COMMISSION:

O P I N I O N

Applicant requests authority to re-route that portion of its Shandin Hills-Army Air Depot Line, in the City of San Bernardino, beginning at the intersection of Highland Avenue and E Street, thence along Highland Avenue and D Street to its intersection with 3rd Street by operating along E Street between 3rd Street and Highland Avenue.

A public hearing was held at San Bernardino on August 22, 1945 before Examiner Cniesa and the matter having been duly submitted is now ready for decision.

Applicant's present operative rights were created by Decision No. 34867, dated December 16, 1941 and Decision No. 36365, dated May 18, 1943, and said rights were consolidated by Decision No. 37228, dated July 26, 1944.

The President of applicant testified that there is much confusion and delay due to the operation of two lines on D Street between 3rd Street and Highland Avenue, as many patrons board or stop the wrong bus; that a separation of routes will bring more comfort to passengers and improve schedules on the San Bernardino-Colton Line; that the proposed route is shorter thereby reducing operating costs; that off-peak service on the San Bernardino-Colton Line will be increased from a 15-minute to a 10-minute headway; that E Street is the principal north-south street in San Bernardino and the inauguration of service thereon will greatly improve service to the public resulting in increased patronage and revenue; that the standard of service of the Shandin Hills-Army Air Depot Line will remain the same, namely, a 15-minute service during peak hours, 30-minute service during off-peak hours and a 40-minute service at night; and that the fares and transfer privileges will remain unchanged.

The record shows that the San Bernardino City Council has approved the proposed re-routing of said line.

Other operators will not be affected by the proposed change. F. M. Snell, who also operates a passenger stage service in the City of San Bernardino, withdrew his protest before the matter was submitted.

Base Line Commercial Club, a recently organized association composed principally of business men operating on Base Line Street and vicinity, as an interested party, filed a petition as an exhibit in this proceeding asking that action on the application be delayed "to allow Petitioners to retain the services of a Traffic Engineer to determine and present information as to the need of an East and West Bus Line Service on Baseline in the said City of San Bernardino."

We believe that it will be in the public interest to act upon applicant's request at this time. The proposed re-routing will not adversely affect present transportation conditions on Base Line Street or vicinity. The Commission, however, is willing to assist in the establishment of a new service should the proposed survey indicate a need therefor.

It is our judgment that the proposed re-routing is in the public interest and the application will therefore be granted.

As applicant also operates its San Bernardino-Colton Line on D Street between 3rd Street and Highland Avenue, the proposed re-routing would result in a discontinuance of service between E and D Streets to Highland Avenue, a distance of one block, and from the intersection of 4th Street and E Street along 4th Street to Arrowhead Avenue, ~~thence~~ southerly to 3rd Street, a distance of 3 blocks. Applicant, however, has requested that it be permitted to continue to operate over the said streets as alternate routes.² Applicant's President testified that the alternate route between the intersection of 3rd Street and Arrowhead Avenue, thence along Arrowhead and 4th Streets to its intersection with E Street is necessary because applicant sometimes uses a semi-trailer to carry service or civilian personnel from Army Air Depot to the ~~southerly~~ ^{northerly} part of the city and that less downtown congestion would result by using the alternate route instead of the regular route along 3rd Street and E Street. He also testified that on occasion, during shift changes, as many as 10 buses are used, running one behind the other, and that he has found it more satisfactory to divide the buses between the

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Applicant was permitted to file an amendment to its application requesting said alternate routes which amendment was filed August 27, 1945.

two routes. Congestion was also given as the reason for wanting to retain the right to operate on Highland Avenue between D and E Streets. The use of this block will also enable applicant to operate either of its lines over D or E Streets in the event that either street is temporarily closed.

Although said alternate routes will be used primarily for an "in lieu service," somewhat intermittent in character, the evidence in this proceeding shows that it will be in the public interest to grant applicant's request.

O R D E R

Based upon the evidence of record and conclusions and findings set forth in the foregoing opinion,

IT IS ORDERED that the description of the route of the Shandin Hills-Army Air Depot Line appearing in Service Regulation (3) of the EIGHTH SUPPLEMENTAL ORDER in Decision No. 36365, dated May 18, 1943, be and it is hereby amended to read as follows:

(3) Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct his passenger stage service over and along the following routes:

Beginning at the intersection of Marshall Boulevard and I Street, thence along I Street, Highland Avenue, E Street to its intersection with 3rd Street.

Beginning at the intersection of 4th Street and F Street, thence along F Street, 3rd Street, Arrowhead Avenue and 4th Street to its intersection with F Street, in either direction.

Beginning at the intersection of Highland Avenue and E Street, thence along Highland Avenue to its intersection with D Street, in either direction.

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

Dated at San Francisco, California, this 2nd day of October, 1945.

Harold G. ...
Justice J. ...
...
...
Commissioners