

Decision No. 40182

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

**ORIGINAL**

In the Matter of the Application of )  
WILDE & WILDE, INC., a California )  
corporation, for certificate of )  
public convenience and necessity )  
to operate a passenger stage service )  
as a common carrier between the city )  
of Fresno and Hammer Field (Fresno )  
City Municipal Airport), county of )  
Fresno, State of California. )

Application No. 28136

In the Matter of the Application of )  
D. MOYERS, doing business as MOYERS )  
STAGES for special permit to pick )  
up and discharge airplane passengers )  
only at Hotel Fresno and Hotel Cali- )  
fornian, and on call at Southern )  
Pacific Depot and Greyhound Stage )  
Depot, in the City of Fresno, and )  
deliver them to Hammer Field (soon )  
to be Fresno City Municipal Airport). )

Application No. 24297  
5th Supplemental

WILLIAM M. MILES for Wilde & Wilde, Inc., applicant in  
Application No. 28136, and protestant in  
5th Supplemental Application No. 24297.  
G. L. AYNESWORTH and L. NELSON HAYHURST for D. Moyers,  
applicant in Application No. 24297, and  
protestant in Application No. 28136.

**O P I N I O N**

Wilde & Wilde, Inc. requests a certificate authorizing the transportation of passengers between Fresno and the new Fresno Municipal Airport to be established at Hammer Field. D. Moyers, doing business as Moyers Stages, requests a relatively minor rerouting of his present routes of operation within the city of Fresno which will enable him to provide service between the same airport and certain hotels and common carrier depots or stations at Fresno in order to provide a special service for airplane passengers. A public hearing was had before Examiner Paul at Fresno on April 3, 1947, and the matters were duly submitted.

PROPOSAL OF WILDE & WILDE, INC.

Under the plan of operation proposed by this applicant it would serve the present twelve arrivals and twelve departures of the commercial air lines at Fresno for the purpose of transporting passengers between the proposed new airfield and the Hotel Fresno and the Hotel Californian at Fresno. Wilde & Wilde, Inc., presently operates approximately 39 taxicabs at Fresno. Under its proposal herein it plans to use, and has on order, two 1947 year model Royal Chrysler sedans of seven passenger capacity each including the driver. It proposes to charge a one-way fare of \$1.00 which would include the free transportation of passengers' personal hand baggage.

PROPOSAL OF D. MOYERS

D. Moyers recently purchased and has on hand one new 1947 year model Flexible Airporter bus which will seat 23 passengers and is equipped with a compartment for baggage. He plans to use this equipment for the transportation of airplane passengers and their baggage between the Hotel Fresno, Hotel Californian, Southern Pacific Depot and Pacific Greyhound Lines Depot, on the one hand, and the proposed Municipal Airport at Hammer Field, on the other hand. The operation would be conducted to connect with arrivals and departures of airplanes of the commercial air lines above referred to. Moyers proposes to charge a one-way fare of 50 cents which would include the free transportation of passengers' personal hand baggage.

EVIDENCE PRODUCED BY WILDE & WILDE, INC.

The only evidence which this applicant produced was that of Mr. Wilde, president of the corporation. According to his

testimony this applicant, together with its predecessor, is now and for many years past has been conducting taxicab operations at Fresno under the firm names of Yellow Cab & Baggage Co., Black & White Cab Co., Blue Top Cab Co., and Checkered Cab Co. The business was established by the witness' father. The applicant has permits to operate 60 taxicabs at Fresno and is operating only 39 of them. The city of Fresno presently maintains within its corporate limits a Municipal Airport known as Chandler Field. This field is used by the United Air Lines and Trans Continental & Western Air, Inc. which are the only commercial air lines now serving Fresno. The former maintains eight arrivals and departures each day from Fresno and the latter four. The witness estimated that there are approximately 3600 airplane passengers arriving at and departing from Fresno each month for whom about 45% to 50% of the ground transportation has been provided by taxicabs on a metered rate. The witness stated that by the use of jump seats in the sedans, which he plans to use, he could transport as many as eight revenue passengers in addition to the driver. The airplane arrivals and departures are distributed throughout the 24 hours of the day which would require applicant to maintain drivers on a three shift basis to provide the service which he proposes. He estimated that his daily expenses of operations, using the two sedans as proposed, would be approximately \$45.00. In his opinion the expected revenues would be more than sufficient to meet the expenses of the operation.

EVIDENCE PRODUCED BY D. MOYERS

Moyers testified that he has obtained the Flexible Airporter bus, above referred to, which seats 23 passengers. These seats are arranged in lateral rows which have two seats on one side and one seat on the opposite side, with five seats across the rear

of the coach. The seats are 20 inches in width which is 4 inches more than the standard 16 inch width bus seat having been specially designed for the type of operation for which it was obtained by the witness. The witness stated that he is presently operating 15 daily round trips for the transportation of passengers between Fresno, Clovis and Friant and intermediate points one of which is Hammer Field. Seven of these schedules operate over the Shields Avenue route by Hammer Field, six over the Clovis Avenue route and the remainder over other routes in the vicinity of the field. The main route of this operation, in general, is along Shields Avenue which is contiguous to the northern boundary of the proposed Municipal Airport at Hammer Field. An additional route is over Clovis Avenue which adjoins the field at the easterly side and intersects the Shields Avenue route at the northeasterly corner of the field. This applicant's present local fare between Fresno and Hammer Field is 10 cents. He proposes a 50 cent one-way fare for the special service which would be operated to connect with the commercial air line schedules at the new field.

Local representatives of United Air Lines and Trans Continental & Western Air, Inc. testified in regard to the ground transportation requirements of these companies. One of them stated that his company was in need of an adequate ground transportation service which could be supplied either by taxicabs, limousines or buses depending upon various circumstances. Another representative testified that his company was interested in an efficient and courteous service at a reasonable fare and a service under which the passengers' hand baggage could be transported with the passenger and not on separate units. Testimony of these witnesses indicated that, on the average, Trans Continental & Western Air, Inc. and

United Airlines, respectively, have 30 to 35 passengers and 55 to 60 passengers arriving at and departing from Fresno daily. Each of them expressed the opinion that this traffic would increase during 1947.

SUMMARY AND CONCLUSIONS

The evidence of record shows that negotiations are being conducted between the public officials of the city of Fresno and the United States War Assets Administration under which the city of Fresno would acquire the site on which the United States Army established and maintained the flying field known as Hammer Field during the war. This would be known as the Fresno Municipal Airport which would be used by the commercial air lines which presently use the Fresno Municipal Airport known as Chandler Field which is located within the corporate limits of the city of Fresno. According to the evidence of record it appears that arrangements will be completed so that the new field will be in operation by approximately June 1, 1947. This record shows that both applicants have had long experience in the transportation of passengers for compensation. While it appears that the proposal of Wilde & Wilde, Inc. to use limousine-type equipment would meet the needs of some of the airplane passengers it does not appear that service limited to limousines would be sufficiently comprehensive to meet the public need shown to exist. The limousines which Wilde & Wilde, Inc. propose to use are not designed to transport baggage with passengers except in limited amounts and then only by crowding. The equipment which Moyers proposes to use is designed and equipped with a separate baggage compartment. Moyers presently has a certificate between Fresno and Hammer Field over which he operates

certain fixed schedules at a one-way fare of 10 cents. Under his proposal to serve the air field, schedules would be adjusted to meet the arrivals and departures of the airplanes. Witness Moyers stated that airplane passengers who so desire could avail themselves of his present scheduled operations at the lesser fare of 10 cents.

While the evidence of record shows there is a public need for the special type of service proposed by applicants it does not show that there is sufficient need to justify the operation of more than one service.

After full consideration of all the evidence of record it is our conclusion and we find that public convenience and necessity require the establishment of the service proposed by applicant Moyers and the denial of the application of Wilde & Wilde, Inc.

While applicant Moyers presently holds a certificate between Fresno and Hammer Field, it is our judgment, based upon the nature of the service proposed herein, that a separate and distinct certificate should be granted to Moyers authorizing the specialized service proposed.

#### O R D E R

A public hearing having been held in the above entitled proceedings, the matters submitted and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity

is hereby granted to D. Moyers authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 24 of the Public Utilities Act, for the transportation of passengers and their baggage between Hotel Fresno, Hotel Californian, Southern Pacific Company railroad passenger depot and Pacific Greyhound Lines depot in the city of Fresno, on the one hand, and the Fresno Municipal Airport, to be established at Hammer Field, on the other hand, subject to the following conditions:

- a. Service provided hereunder shall be limited to the transportation of passengers and their baggage between termini only.
- b. The service herein authorized shall be performed by use of equipment of the type described in the foregoing opinion and a one-way fare of not more than 50 cents may be established for such service.

(2) That in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- b. Within 90 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A, by filing in triplicate and concurrently making effective, appropriate tariffs and time tables.
- c. Subject to the authority of this Commission to change or modify them by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the most appropriate route or routes between the points herein authorized to be served.

(3) That the Application of Wilde & Wilde, Inc., No. 28136 is hereby denied.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 22<sup>nd</sup> day of April 1947.

Harold J. Kula  
Frank J. Powell  
R. P. D. [unclear]  
Samuel P. [unclear]  
COMMISSIONERS