

ORIGINAL

Decision No. 40502

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of FRESNO CITY LINES, INC. for authority to establish a new route to the industrial area in Fresno on California Avenue, etc.) Application No. 28344

In the Matter of the Application of FRESNO CITY LINES, INC. for authority to establish a new route to the intersection of Belmont and Chestnut Avenues.) Application No. 28345

In the Matter of the Application of FRESNO CITY LINES, INC. for authority to extend its Sierra Vista Route to Chestnut Avenue.) Application No. 28434

In the Matter of the Application of FRESNO CITY LINES, INC. for authority to extend the loop on its Pinedale Route.) Application No. 28435

In the Matter of the Application of D. MOYERS, dba MOYERS STAGES, for authority to establish an alternate route between Fresno and Calwa, Fresno County.) Application No. 28413

GILBERT H. JERBERG, for applicant Fresno City Lines, Inc.; AYNESWORTH & HAMBURST, by G. L. AYNESWORTH, for applicant D. Moyers, dba Moyers Stages; ALFRED THOMAS, for residents of the Harvey Avenue area; A. E. PALMER, for industrial firms in the south and southeastern sections of Fresno; BERT M. GREEN, Acting City Attorney of Fresno.

OPINION

By the four above numbered applications of Fresno City Lines, Inc., hereinafter sometimes referred to as City Lines, it is proposed to extend service into residential territories to the north and east of Fresno and to the industrial area south of Fresno. The application of Moyers Stages, hereinafter sometimes referred to as Moyers, proposes an alternative to his regular routes to serve a portion of the industrial area south of Fresno.

A public hearing was held in these matters before Examiner Cannon in Fresno on June 30, 1947, at which time the matters were submitted and will be considered on a consolidated record.

The only controversial matters were Application No. 28344 of Fresno City Lines, Inc. and Application No. 28413 of Moyers Stages, and these will be taken up first in order.

FRESNO CITY LINES, INC. TO EXTEND ITS SERVICE TO INDUSTRIAL AREA
SOUTH OF FRESNO - (APPL. NO. 28344).

In this application City Lines proposes to establish a new route from the center of Fresno to the industrial areas along California Avenue, Church Avenue, and various intervening streets, for the purpose of handling the employees of the several industries in this territory. In the beginning, buses would be operated only during shift change time in the mornings and evenings and it was generally agreed with the industries that they would arrange their shift changes so that the handling of these passengers would not interfere with the basic peak movement within the city of Fresno.

At the hearing applicant amended its application to operate only along California Avenue and Cedar Avenue to Florence Avenue. (1)

MOYERS STAGES FOR AN ALTERNATE ROUTE THROUGH INDUSTRIAL AREA
SOUTH OF FRESNO - (APPL. NO. 28413).

Moyers now operates its Sanger service through Calwa on Jenson Avenue, one-half mile south of Church Avenue. It proposes an alternate route from Jenson Avenue through the townsite of Calwa to Church Avenue and westerly along Church Avenue to a connection with its existing service. It proposes to operate its Sanger-Fresno service alternately over these two routes. In addition, it proposes tripper service during the shift change period for industries along Church Street, which route will hereinafter be described.

A representative of all the industries in the area testified that the industries were agreeable to the changes proposed by the two carriers.

City Lines proposes a two-zone fare of 12 cents, with the zone-breaking point at the intersection of East Avenue and California Avenue, with transfer to the remainder of its system. Moyers proposes a straight 10-cent fare between Calwa and Fresno, with no transfer.

(1) At the hearing City Lines and Moyers entered into a stipulation (Exhibit 1) to the effect that City Lines would not apply to the Public Utilities Commission for the operation of motor coaches southerly of a line approximately one-eighth of a mile north of Church Avenue, and Moyers would not apply for any extensions in the territory north of that line.

It is clear from the record that all parties, including the City of Fresno, are in agreement as to the proposed method of service to the industrial area, and that public convenience and necessity require that these services be established.

FRESNO CITY LINES, INC. TO ESTABLISH A NEW ROUTE EAST OF MILLBROOK AVENUE - (APPL. NO. 28345).

City Lines desires to establish a new route to serve the rectangular area bounded by Millbrook Avenue on the west, Olive Avenue on the north, Chestnut Avenue on the east, and Belmont Avenue on the south. This area has been growing rapidly in the past few years and a large group of residents appeared and testified that they now have no means of transportation and that the service proposed, as hereinafter described, is urgently needed.

It is proposed to establish this service on a basic headway of one hour from 6:00 a.m. to 7:00 p.m. with two trips during the evening, daily except Sunday. Applicant states that it has sufficient equipment to operate this service.

A two-zone fare is proposed on this route with the zone break at Millbrook Avenue. The first zone fare will be the same as the basic inner zone fare in Fresno, or 7 cents, with an additional 5 cents for the outer zone beyond Millbrook Avenue, and with free transfers to the remaining inner zone points.

The record indicates that public convenience and necessity require the establishment of this service, and it will be so ordered.

FRESNO CITY LINES, INC. TO EXTEND ITS SIERRA VISTA ROUTE - (APPL. NO. 28484).

City Lines herein proposes to extend its Sierra Vista route easterly from Sierra Avenue to Chestnut Avenue, a distance of approximately two blocks.

The testimony of witnesses shows that there has been a large increase in population easterly from Sierra Avenue to and beyond Chestnut Street. Public witnesses testified that this small extension was necessary to serve this growing community. It appears that this application should be granted.

CITY LINES TO EXTEND LOOP ON PINEDALE ROUTE - (APPL. NO. 28485).

In this application City Lines proposes to establish an extended loop at the north end of its Pinedale Route so as to better serve Pinedale and the growing residential area along Blackstone Avenue between Pinedale and Rialto Avenue.

This extension will add about half a mile to the length of the route but will establish service in a much wider territory. A large number of residents of the area along Blackstone Avenue and Pinodale presented testimony at the hearing to the effect that they are now entirely without any public transportation and that the service proposed by City Lines would be a necessity to the community.

The record indicates that public convenience and necessity require the granting of this application and it will be so ordered.

ORDER

Applications as above entitled having been made, a public hearing having been held thereon, the matters having been submitted, the Commission being fully advised in the premises, and finding that public convenience and necessity so require, IT IS HEREBY ORDERED:

I. That a certificate of public convenience and necessity be and it is hereby granted to Fresno City Lines, Inc., a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as defined by Section 2½ of the Public Utilities Act, as an extension of and to be consolidated with its present operations, for the transportation of passengers between points and over the routes described as follows:

1. Commencing at the corner of Fulton Street and Fresno Street, thence southwesterly along Fresno Street to Broadway, thence northwesterly along Broadway to Merced Street, thence northeasterly along Merced Street to Fulton Street, thence southeasterly along Fulton Street to Los Angeles Street, thence northeasterly along Los Angeles Street to Van Ness Avenue, thence southerly along Van Ness Avenue to California Avenue, thence easterly along California Avenue to Cedar Avenue, thence southerly along Cedar Avenue to Florence Avenue, and returning over the same route. (Application No. 28344)
2. Commencing at the corner of Fulton Street and Tuolumne Street, thence northeasterly along Tuolumne Street to Van Ness Avenue, thence northwesterly along Van Ness Avenue to Stanislaus Street, thence southwesterly along Stanislaus Street to Fulton Street, thence southeasterly along Fulton Street to Tulare Street, thence northeasterly along Tulare Street to North Angus Street, thence northerly along North Angus Street to Olive Avenue, thence easterly along Olive Avenue to Cedar Street, thence southerly along Cedar Street to Harvey Avenue, thence easterly along Harvey Avenue to Chestnut Avenue, thence southerly along Chestnut Avenue to Belmont Avenue, thence westerly along Belmont Avenue to Sierra Avenue, thence northerly along Sierra Avenue to the junction with out-bound route on Harvey Avenue and returning over the same route. (Application No. 28345).

3. Extension of the present Sierra Vista Route. Commencing at the corner of Sierra Avenue and Illinois Avenue, thence easterly along Illinois Avenue to Chestnut Avenue, thence northerly along Chestnut Avenue to Grant Avenue, thence easterly along Grant Avenue to the intersection of the present route at Sierra Avenue. (Application No. 28484).

That portion of the Sierra Vista Route along Sierra Avenue between Illinois Avenue and Grant Avenue shall be abandoned concurrently with the above extension.

4. Extension of Pinedale Route. Commencing at the corner of Elm Avenue and Minaretts Avenue, thence easterly along Minaretts Avenue to Sugar Pine Avenue, thence southerly along Sugar Pine Avenue to Blackstone Avenue, thence southerly along Blackstone Avenue to Rialto Avenue, and thence westerly along Rialto Avenue to connect with the present Pinedale Route at Van Ness Boulevard. (Application No. 28485).

II. That in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations.

1. Applicant shall file written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Applicant shall comply with the provisions of General Order No. 79, by filing in triplicate and concurrently making effective appropriate tariffs containing rates and rules substantially in accordance with the rates and rules set forth in the application, within sixty (60) days from the effective date hereof, and on not less than five (5) days' notice to the Commission and the public.

III. That a certificate of public convenience and necessity be and it is hereby granted to D. Moyers, d.b.a. Moyers Stages, authorizing the establishment and operation of a service as a passenger stage corporation, as defined by Section 2½ of the Public Utilities Act, as an extension of and to be consolidated with its present operations for the transportation of passengers between the points and over routes described as follows:

1. Commencing at a connection with applicant's presently operated route at the intersection of Railroad Avenue and Church Avenue, thence easterly along Church Street to Orange Avenue, thence southerly along Orange Avenue to Laurite Avenue, thence easterly along Laurite Avenue to West Avenue, thence southerly along West Avenue to Jensen Avenue, to a connection with its presently operated route, in the townsite of Calwa.
2. Commencing at the intersection of Orange Avenue and Church Avenue, thence easterly along Church Avenue to Cedar Avenue, thence southerly along Cedar Avenue to Vine Avenue, thence westerly along Vine Avenue to Main Street, thence northerly on Main Street to Jensen Avenue, thence westerly on Jensen Avenue to West Avenue. (Application No. 28413).

IV. That in providing the service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations.

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Applicant shall comply with the provisions of General Order No. 79 by filing in triplicate and concurrently making effective appropriate tariffs substantially in accordance with proposed tariffs in Application No. 26580, within sixty days from the effective date hereof and on not less than five (5) days' notice to the Commission and the public.

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

Dated at San Francisco, California, this 8th day of July, 1947.

Harold P. Hule
Justus F. Calver
Robert H. Hall
A. J. Johnson
W. W. Fetter
 Commissioners