

**ORIGINAL**Decision No. 41433

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 PETER F. LAPP, dba EL CAJON VALLEY )  
 LINE, for a certificate of public )  
 convenience and necessity to operate )  
 automobile passenger service as a )  
 common carrier (including incidental ) Application No. 29110  
 baggage and express) between the City )  
 of El Cajon and Fletcher Hills, and )  
 for amendment to existing certificates )  
 to provide for the handling of incidental )  
 baggage and express (in conjunction with )  
 other carriers) and for permission to )  
 reroute a portion of his present service.)

O P I N I O N

Applicant is now operating as a "passenger stage corporation", transporting persons and their baggage, generally between El Cajon, on the one hand, and Santee, Lakeside, and Gillespie Field, on the other hand. Some of the service is performed on regular schedules and some "on call".

By this application, as amended, he requests authority to (1) establish a new passenger stage service between El Cajon and a residential district known as Fletcher Hills, situated approximately three route miles westerly of said city, (2) reroute the Main Street and U. S. Highway No. 80 line, and (3) transport baggage and express when incidental to the transportation of passengers, and on passenger-carrying vehicles, over all of his present and herein-proposed routes.

As justification for the proposed service to Fletcher Hills, applicant states that approximately 340 families live along

the route and that no public transportation is now available; that residents of said community require bus transportation for business, shopping, and recreational purposes; that applicant has received many requests for the service herein proposed.

Applicant proposes three five-cent fare zones on the Fletcher Hills line, with fare breaks at the intersection of Main Street & Cuyamaca Street and the intersection of Highland Street & Lincoln Avenue. No reduced interzone fare is proposed. Applicant will operate at least three daily (excepting Sundays and holidays) round-trip schedules, using his present equipment. Along this route applicant also proposes to carry "express" shipments, incidental to his passenger business, serving principally a meat-packing plant. In addition to the revenue which applicant will derive from this passenger and "express" business, he will receive, for a period of at least twelve months, a subsidy of forty-five dollars a month, as provided in an agreement filed with his application, and marked Exhibit "E". Applicant estimates that revenue will meet out-of-pocket costs and is of the opinion that this line will become self-supporting within one year.

Applicant's present Main Street line is operated easterly along U. S. Highway No. 80 to the intersection of Broadway, and return. In order to provide a more convenient bus service for residents along and near Second Street and Broadway, rerouting is proposed by operating northerly along Second Street and easterly along Broadway to the present terminus, returning via U. S. Highway No. 80. Although the new route will result in a loop operation, service will be provided for a greater number of persons without material inconvenience to present riders.

Applicant's present and proposed routes serve several outlying communities which do not now have convenient means of shipping or receiving small parcels or express. The proposed "express" transportation service would be a convenience to many residents and businessmen of said communities. Each shipment will be limited to a weight of not more than 100 pounds, to be transported only on passenger-carrying vehicles. This service will be incidental to the transportation of passengers.

Applicant's equipment consists of one 1942 Ford Mercury 8, 27-passenger, transit-type bus, one 1946 Ford Mercury 8, 29-passenger, conventional-type bus, and one 1943 White, 46-passenger bus.

Applicant having agreed to accept a restriction along a short segment of its proposed route, San Diego Electric Railway Company has waived protest. Pacific Greyhound Lines and the City of El Cajon are not opposing the application.

The matter having been fully considered, we find that public convenience and necessity require the establishment and operation of an additional passenger stage service for the transportation of persons and their baggage, or express, when incidental to the transportation of passengers. The application will be granted without a public hearing which is not deemed necessary.

O R D E R

Application having been filed in the above-entitled matter the Commission being fully advised in the premises, and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Peter F. Lapp, an individual, authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$  of the Public Utilities Act, for the transportation of persons and their baggage or express (1) between the City of El Cajon and the Fletcher Hills residential district, (2) between the intersection of U. S. Highway No. 80 & Second Street and the intersection of Broadway & U. S. Highway No. 80; and for the transportation of baggage or express between all points which applicant is now authorized to serve as a passenger stage corporation, as an extension and enlargement of, and to be consolidated with, applicant's existing operative rights, subject to the following restrictions:

- (a) no passenger shall be transported whose origin and destination are along Main Street between Johnson Street and A Street;
- (b) the transportation of baggage and express shall be on passenger-carrying vehicles and shall be incidental to the transportation of passengers and limited to a weight of not more than one hundred (100) pounds per shipment.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) 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;
- (b) applicant shall, within sixty (60) days from the effective date hereof and upon not less than five (5) days' notice to the Commission and the public, 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, tariffs and time schedules satisfactory to the Commission;

- (c) subject to the authority of this Commission to change or modify such at any time, Peter F. Lapp shall conduct said passenger stage operation over and along the following described routes:

Beginning at the intersection of Magnolia Avenue & Main Street, in the City of El Cajon, thence along Main Street, Cuyamaca Street, Murray Avenue, Primrose Avenue, Blackthorne Avenue, Highland Street to its intersection with Tyrone Street (the beginning of loop), thence along Tyrone Street and return via Highland Street to Tyrone Street (end of loop).

Also, beginning at the intersection of U. S. Highway No. 80 & Second Street, thence northerly along Second Street to Broadway; thence easterly along Broadway to its intersection with U. S. Highway No. 80.

Applicant is authorized to turn his motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

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

Dated at San Francisco, California, this 6<sup>th</sup> day of April, 1948.

*A. J. [Signature]*  
Justin F. [Signature]  
[Signature]  
[Signature]  
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COMMISSIONERS