

ORIGINAL

Decision No. 43279

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
HIGHLAND-PATTON BUS LINE, Charles C.)
Towle, Owner, for a certificate of)
public convenience and necessity)
authorizing an extension of its)
Victoria Gardens route to Highland.)

Application No. 30555

O P I N I O N

Applicant, now operating a passenger stage service in and around San Bernardino, California, requests authority to institute service from its present terminus at Ninth and Victoria Streets, in the County of San Bernardino, a distance of two miles to the community of Highland.

In support of his application, Mr. Towle alleges that he proposes to operate school service trippers over the proposed extension with one trip each on the Highland-Patton route and the Victoria Gardens route, scheduled to arrive in Highland between 7:30 a.m. and 7:50 a.m., and one trip to leave Highland on each route between 2:50 p.m. and 3:10 p.m. Applicant also proposes to operate certain trips of its Highland-Patton line over Central Avenue from Base Line Street to Pacific Street, and along Pacific Street from Central Avenue to Palm Avenue.

The fares and rules and regulations governing them will be the same as in his currently filed and published tariff, except that applicant proposes to establish a new school ticket rate of fourteen rides for one dollar, between points both of which are in Fare

Zone No. 2, and between points in Fare Zone No. 2 and points in Zone No. 1.

Applicant further alleges that the facts which show that public convenience and necessity require the proposed operations are as follows: That for the three years last past, the San Bernardino Board of Education has furnished, by contract, a free bus service to pupils attending its high schools; that the recently offered school bus contract for the next two years limits such free transportation to those pupils who live more than two miles from the high schools; that Highland Junior High School, located on Pacific Street near Central Avenue, in an area now served by applicant's lines, is one of the schools whose pupils will be so affected; that numerous pupils living within two miles of that school will now be required to use applicant's service or walk to school; that the point nearest the school now served by applicant is on its Highland-Patton route one-half mile distant from the school; that pupils residing along Ninth Street now must ride applicant's Victoria Gardens route one and one-quarter miles in a westerly direction away from the school to a transfer point with applicant's Highland-Patton route and, after making the transfer connection, must double back the same distance to reach the stop one-half mile from the school; that many of these pupils are now required to travel three and one-half miles by bus and one-half mile by foot to reach a school only one and one-half miles from their homes; that the proposed extension will reduce the elapsed travel time for these pupils from about 25 minutes to 6 minutes, will give them a direct service, without transfer, over the shortest route to the door of the school, and should induce a sufficient number of them to ride to the school

so as to produce an additional revenue of four or five dollars per day; that the total out-of-pocket expense of operating the extension will be less than one dollar per day; that alternating the Highland-Patton route trips past the school will cost nothing additional since the distance to be traveled and the scheduled time will be identical with the regular route service; that there is now sufficient lay-over time in the Victoria/Gardons route schedule to operate the extension of that route without any additional driver cost; that the extension will add only eight miles to applicant's daily bus miles operated, and the expense thereof will be trivial.

Applicant further says that it did not know of the change in the new school contract until shortly before August 15, 1949; that for applicant to derive the maximum number of passengers for the proposed extension and to best serve the public affected, it is imperative that this operating right be granted in time to institute the new service upon the first day of the next school term, which is September 12, 1949.

No other common carrier of passengers operates any service between the points or in the territory herein sought to be served. Mr. Herbert S. Mitchell, Business Manager of the San Bernardino Schools, in a letter addressed to the Commission, requests that the application be granted and that the effective date of the order be September 12, 1949.

After full consideration of this matter, we find that public convenience and necessity require the proposed operation; accordingly, the application will be granted. A public hearing is not necessary.

O R D E R

Application as above entitled having been filed, the Commission being fully advised in the premises, and it having been 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 Charles C. Towle, doing business as Highland-Patton Bus Line, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 1/4 of the Public Utilities Act, for the transportation of passengers between the intersection of Ninth and Victoria Streets, in the County of San Bernardino, on the one hand, and the intersection of Palm Avenue and Pacific Street, in the community of Highland, on the other hand, as an extension to and enlargement of, and to be consolidated with, applicant's existing rights in said territory.

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

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days after the effective date hereof.
- (b) Applicant shall, within sixty (60) days after 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, Charles C. Towle, doing business as Highland-Patton Bus Line, shall conduct said passenger stage operation over and along the following described route:

From Ninth Street, along Victoria Street, Base Line Street, Central Avenue and Pacific Street to Palm Avenue.

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 intersections, or in accordance with local traffic rules.

The effective date of this order shall be September 12,

1949.

Dated at San Francisco, California, this 1st day of September, 1949.

R. J. [Signature]
James J. [Signature]
[Signature]

COMMISSIONERS