

**ORIGINAL**

Decision No. 47669

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
FRESNO CITY LINES, INC., a corporation, )  
for amendment of existing certificate )  
of public convenience and necessity to )  
revise and extend the routing for the )  
No. 4 Chestnut route to provide cross- )  
town service along Olive Street from )  
Chestnut Avenue on the East to West )  
Avenue and Webber Avenue on the West. )

Application No. 33589

In the Matter of the Application of )  
FRESNO CITY LINES, INC., a corporation, )  
for amendment of existing certificate )  
of public convenience and necessity to )  
revise and extend the routing for the )  
No. 7 Clinton Terrace route to better )  
serve the growing area. )

Application No. 33614

In the Matter of the Application of )  
FRESNO CITY LINES, INC., a corporation, )  
for amendment of existing certificate )  
of public convenience and necessity to )  
revise and extend the routing for the )  
No. 2 West California Avenue route and )  
the No. 2-A Modoc Dunn Avenue route to )  
better serve the growing area to the )  
Southwest of the Present routes. )

Application No. 33624

Gilbert H. Jertberg and Kenneth G. Avery, for applicant.  
William F. Benedict, for North Fresno Merchants  
Association, protestant in Application No. 33589.  
Lloyd M. Kachner, for Local 1027 Amalgamated Bus and  
Street Car Electrical Operators of America, interested  
party.

**O P I N I O N**

Fresno City Lines, Inc. renders a passenger stage service in the City of Fresno and its immediate vicinity. By these applications it seeks to reroute and extend routes 2, 2-A, 4 and 7. The three applications were consolidated and a public hearing was held before Examiner Gillard in Fresno on August 21, 1952. The secretary of the local bus operators union appeared and stated

that the union supported all of the proposed changes. The North Fresno Merchants Association appeared in opposition to Application No. 33589. Its position is that a cross town service is needed and that applicant's proposal only partially meets this need. It has no objection to the proposed change as a partial solution and states it will file a complaint against Fresno City Lines and have the Commission adjudicate its request for a more complete cross town routing.

Copies of all applications were served upon the City of Fresno. It did not make an appearance nor file a protest herein.

Application No. 33589 involves route No. 4. At present this line is operated from the main business district northeasterly along Tulare and North Angus then easterly along Olive and other streets to Chestnut, which is at the eastern limits of the service area. Applicant proposes to operate northwesterly from the main business district along Fulton to Olive, thence easterly along Olive to the same termination point and return over the same route. At the intersection of Fulton and Olive the proposed No. 4 line would connect with route No. 7, which from that point operates westerly along Olive to the western limits of the service area. The proposal would thus provide a cross town service along Olive and would intersect every line which operates north of Olive. The proposed rerouting is justified, according to the testimony of applicant's general manager, by new markets in the east and new medical clinics near Olive and Fulton. The present No. 4 route meets only out of pocket expenses. It is anticipated that the proposed cross town feature will attract new patronage and improve the net revenue.

Applicant has a number of other lines that operate

directly between the center of town and Olive Avenue and hence the proposed rerouting of the No. 4 line will cause no impairment of service in that respect.

Application No. 33614 proposes a rerouting at the northerly end of route No. 7. At the present time there is a loop and a long spur which must be travelled twice, thus: from West Avenue, thence along Clinton, Thorne, Garland, Fruit, Shields, Warren, Fountain, West, Shields, Fruit to Clinton. Applicant proposes to enlarge the loop and eliminate the spur by operating along West, Dakota, Fruit, Garland, Thorne, Shields and Fruit to Clinton. This route will reach a new group of homes at West and Dakota and serve the area better. By eliminating backriding on the spur, the actual distance travelled will be less by 1.3 miles even though the loop has been increased in size. Applicant desires to effect this change by September 8, 1952.

In Application No. 33624 applicant proposes a rerouting of routes No. 2 and No. 2-A in the southwestern section of the city. The primary change in route No. 2 is an extension along Church to Fruit and West California. This will serve 500 homes located west of Fruit and north of West California, and also 118 low cost rental dwellings on West California which will be completed this fall. To offset the additional mileage required by this extension, the terminal loop of this line will be simplified and shortened and concurrent changes will be made in the terminal loop of route 2-A to maintain service in the area. These two routes dovetail on alternating half hour schedules. These changes were recommended to applicant by a Commission engineer.

Applicant requests that these changes be made effective as of the time the low cost rental dwellings are completed. The present completion estimate is around November 1, 1952. However,

service to the 500 homes north and west of the intersection of Fruit and West California is alleged to be necessary and no reason appears why this service should not be instituted immediately.

After careful consideration of the entire record we are of the opinion and find that public convenience and necessity require that the applications be granted.

O R D E R

A public hearing having been held and the Commission having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That Route No. 4 as described in Decision No. 42882, dated May 17, 1949, in Application No. 30214 is hereby amended to read as follows:

Commencing at Fresno and Fulton Streets, thence along Fulton Street, Olive Avenue, North 12th Street, Harvey Avenue, North Chestnut Avenue, Olive Avenue, North Sierra Avenue to Harvey Avenue.

(2) That the route description set forth in Decision No. 44687, dated August 22, 1950, in Application No. 31632, as amended by Decision No. 45556, dated April 10, 1951, in Application No. 32196, is hereby amended to read as follows:

Commencing at Fresno and Fulton Streets, thence along Fulton Street, Olive Avenue, Weber Avenue, West Avenue, Dakota Avenue, Fruit Avenue, Garland Avenue, Thorne Avenue, Shields Avenue, Fruit Avenue, Clinton Avenue to West Avenue.

(3) That Route No. 2 as described in Decision No. 42882, dated May 17, 1949, in Application No. 30214, as amended by Decision No. 45556, dated April 10, 1951, in Application No. 32197, is hereby amended to read as follows:

Commencing at Fresno Street and Kearney Boulevard, thence along Fresno Street, Church Avenue, Fruit Avenue, West California Avenue, Mono Street, Pottle Avenue, Fresno Street, Fresno Avenue, Clinton Avenue, North First Street, Cornell Avenue, Orchard Street, Michigan Avenue, Effie Avenue, Clinton Avenue to Fresno Avenue.

(4) That Route No. 2-A as described in Decision No. 42882, dated May 17, 1949, in Application No. 30214, is hereby amended to read as follows:

Commencing at Fresno Street and Kearney Boulevard, thence along Kearney Boulevard, Modoc Street, Dunn Avenue, D Street to Fresno Street.

(5) That within 60 days after 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 by filing in triplicate and concurrently making effective appropriate tariffs and time tables.

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

Dated at San Francisco, California, this 2nd day of September, 1952.

*R. J. ...*  
President  
*James F. ...*  
*...*  
*...*

Commissioners