

ORIGINAL

Decision No. 49473

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of John W. Martin, Walter F. Wylie)
and Alfred E. Tomp, as individuals,)
for a certificate of Public con-)
venience and necessity to operate)
a Public Transportation service)
between and over certain streets)
in the area known as Lancaster and)
Quartz Hill, in the Northwesterly)
portion of Los Angeles County.)

Application No. 34664

John W. Martin, Walter F. Wylie and Alfred E. Tomp, for applicants. E. P. Glenn, for Lancaster Chamber of Commerce, and A. L. Study, for Palmdale Chamber of Commerce, interested parties. Fred Ballenger, Associate Transportation Engineer, for the Public Utilities Commission.

O P I N I O N

John W. Martin, Walter F. Wylie and Alfred E. Tomp, hereinafter called applicants, doing business as Antelope Valley Transit Lines, seek authority to render service as a passenger stage corporation between the community of Quartz Hill and the community of Lancaster, and in the community of Lancaster. Both communities are unincorporated areas in Los Angeles County.

Public hearings were held before Examiner Rogers in Lancaster on October 27, 1953, and in Los Angeles on November 13, 1953. At the latter time the matter was submitted subject to the filing by the applicants of a working partnership

agreement. A document purporting to be a partnership agreement was filed on November 24, 1953 (Exhibit No. 1). The matter is ready for decision.

There are no competing carriers in the area proposed to be served as described in the third amended application.

The evidence presented shows the facts hereinafter set forth.

The applicants have had very little experience in the passenger stage business. John W. Martin is, and has been for many years, a public accountant. Alfred E. Tomp has been in the clothing business for 20 years. Walter F. Wylie has been a bus driver for 17 of the past 20 years. None of the partners has any experience in the management of a passenger stage corporation.

Applicants will have three buses with which to render the proposed services. One will be used on each of Lines 1 and 2 and one bus will be maintained for emergencies. These buses are now owned by the partners free of encumbrances. Each has a seating capacity of 27 passengers. Applicants will be required to purchase tires and coin boxes prior to the commencement of service. These items will cost a total of between \$650 and \$750.

Applicants will have no equipment other than the buses and incidental items such as the fare boxes. The buses will be parked free of charge on a service station lot in Lancaster when not in use.

The partnership's assets are shown by Exhibit No. 1. They include the stages (including one not to be used in the proposed operation), plus \$3,000 in cash. The claimed assets of the individual partners are shown by individual financial

statements attached to the original application herein. From these statements it appears that partner Tomp has very substantial real estate holdings. This property, however, is not a partnership asset and there is nothing in the record to indicate that any assets will be available to the partnership except those reflected in Exhibit No. 1.

Service is to be rendered daily except Sundays and holidays via two routes.⁽¹⁾ Route No. 1 is called the Quartz Hill Route. In the morning, service will start at 6:00 a.m. from Quartz Hill and be rendered hourly between 6:00 a.m. and 10:00 a.m., the trip requiring about 30 minutes each direction. No service will be rendered on this route between 10:00 a.m. and 5:00 p.m. In the afternoon, buses will leave Quartz Hill at 5:00, 6:00 and 7:00 p.m., the last bus arriving in Lancaster at about 7:30 p.m. and returning to Quartz Hill at 8:00 p.m. From Quartz Hill the bus will return empty to the parking lot.

Route No. 2 is in Lancaster proper. During the periods when Route No. 1 is being operated Route No. 2 will follow the blue lines on Exhibit A-1 on the third amended application. During the period when Route No. 1 is not being operated, applicants propose to operate one stage over a route which is to be a combination of a major portion of Route No. 2 plus a portion of Route No. 1 north of Avenue J-8 in Lancaster. The record does not show this combination route and applicants

(1) See maps Exhibits A and A-1 on the third amendment to the application.

could not explain their proposed method of operation there-
over.

Proposed schedules for both Route No. 1 and Route No. 2 are shown on Exhibit C attached to the third amendment to the application. Three drivers will be required to perform the service. Mr. Wylie, together with two driver employees, will perform this function.

All of Route No. 2 will be in a 15-cent fare zone. A portion of Route No. 1 will be in the 15-cent fare zone, but service to Quartz Hill will be 25 cents with an intermediate fare zone of 20 cents. ⁽²⁾ Applicants propose to sell commutation tickets for school children 18 years of age or younger at the rate of 40 tickets for \$4, good in any two zones, and 40 tickets for \$8, good in all zones. School tickets will be good only on days when schools are in session.

The secretary-manager of the Lancaster Chamber of Commerce stated that there is a population of between 10,000 and 11,000 persons in the Lancaster area and that this population is triple what it was three years ago.

Mr. Wylie testified that there are 4,000 to 5,000 persons in the Quartz Hill area and that the majority of the wage earners work in Lancaster. He also testified that there are 10,000 to 11,000 persons in Lancaster, that there is no passenger stage service in Lancaster or between Lancaster and Quartz Hill, a distance of about six miles, and that prospective passengers had indicated a desire that the proposed services be inaugurated.

(2) Exhibit B on the third amendment to the application.

No evidence was presented concerning the public convenience and necessity other than the aforesaid testimony of the chamber of commerce representative and Mr. Wylie. The chamber of commerce representative had not attempted to determine the number of prospective passengers. Mr. Wylie had made no attempt to accurately survey the proposed service and determine the number of prospective passengers, contenting himself with house counts and a few casual inquiries from residents.

Concerning the applicants themselves, the record shows that they have little experience and are sketchily financed. We hesitate to permit the inauguration of a service which appears doomed by lack of adequate financing and experience on the part of the operators.

Upon the evidence of record herein, we are unable to find that public convenience and necessity require that the applicants be given the authority they have requested. The application will be denied.

O R D E R

Application having been filed, public hearings having been held thereon, and the Commission having found

that the proposed service is not required by public convenience and necessity,

IT IS ORDERED that the application be, and the same hereby is, denied.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 21st day of December, 1953.

R. J. [Signature]
 President

Justin Z. [Signature]

[Signature]

[Signature]

[Signature]
 Commissioners