

ORIGINALDecision No. 50004

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application)
of D. Moyers, dba Moyers Stages)
for authority to discontinue and)
abandon service on various routes,) Application No. 34721
including Belmont and Ventura)
Avenues; and to re-route various)
routes.)

O P I N I O N

In this proceeding D. Moyers, doing business as Moyers Stages, requests authority as follows:

1. To discontinue operations between downtown Fresno and the Fresno Air Terminal over Belmont and Clovis Avenues.
2. To discontinue service at the Air Terminal over applicant's present route extending from the intersection of 8th and Shields Avenues to the intersection of 5th and Clovis Avenues and to establish service to and from the air terminal over a route extending from the intersection of Walker and Shields Avenues to the intersection of Westover and Clovis Avenues.
3. To discontinue operations over one of its routes between Fresno and Sanger via Ventura Avenue and Academy Road.
4. To discontinue service in the town of Calwa over Main, Vine and Cedar Streets for a total distance of about six blocks.

As justification for his proposals applicant states that notwithstanding the maintenance of schedules at appropriate frequencies there has been a continuing decline in patronage of the Belmont Avenue line between Fresno and Clovis and of the Ventura Avenue line between Fresno and Sanger. Applicant states that an analysis of the traffic over those routes for the period August, 1952 to July, 1953, inclusive, shows that he transported 2,174 passengers over the Belmont Avenue line which produced a revenue of \$404.07 and transported 836 passengers over the Ventura Avenue line which produced a revenue of \$225.58. Other details of service over these lines is shown in

the margin.^{1/}

An engineer of the Commission's staff reports that service over the Belmont route was inaugurated with seven daily round trips which has been reduced because of declining use of the line. Applicant is restricted from providing local service on the Belmont line west of Garden Avenue. The area east of Garden Avenue has been developed with residences ranging in prices exceeding \$20,000 each according to the report.

An on and off traffic check made by the engineer on Belmont Avenue between Garden and Clovis Avenues shows the following results:

<u>Date</u>	<u>Schedule Number</u>	<u>Number of Passengers</u>
Nov. 19, 1953	105	4
Dec. 1, 1953	102	0
Dec. 1, 1953	105	2
Dec. 1, 1953	113	2
Dec. 1, 1953	114	3

The engineer also reports that the principal traffic to and from the Air Terminal moves over applicant's Shields Avenue route and will be more conveniently accommodated by applicant's proposed rerouting.

According to the Commission's engineer there has been little or no demand for service over the Ventura Avenue line. One daily schedule operating over this line transports an average of 2.3 passengers. His survey of the area indicates that it is sparsely populated and has little prospects for future development.

^{1/} The following table shows the service provided by applicant during the indicated periods:

<u>Belmont Avenue Route:</u>	<u>Daily Trips</u>	<u>Sun. Holiday</u>	<u>Av. Pass. Per Trip</u>	<u>Av. Rev. Per Trip</u>	<u>Miles Per Trip</u>
<u>1952</u>					
August 1 to Nov. 16	8	5	.92	\$.14	7
Nov. 17 to Feb. 8, 1953	7	4	1.24	.25	7
Feb. 9 to July 31, 1953	5	3	.91	.19	7
<u>Ventura Avenue Route:</u>					
Aug. 1, 1952 to July 31, 1953	2	1	1.25	.34	15

The following table was compiled from information taken by the engineer from applicant's records:

Date	Clovis Operation			Sanger Operation		
8-1-52 to	Shields	Belmont	Shaw	Jensen	Ventura	
7-31-53	Avenue	Avenue	Avenue	Avenue	Avenue	Calwa
Single Schedules	15	5	2	18	2	38
Average Passengers Per Day	25.0	6.0	.8	36.0	2.3	205
Average Revenue Per Day	\$4.56	\$1.12	\$0.18	\$9.80	\$0.63	\$29.52

August 10, 1953

Schedules	14	4	2	15	1	25
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The proposed route discontinuance in the town of Calwa is minor in nature. Service over the remainder of the routes in Calwa would be continued by applicant.

After full consideration of all the evidence in this proceeding we find the proposals of applicant are in the public interest as they will enable him to discontinue operations over routes where the public need has practically disappeared, thereby releasing equipment to be used for more essential operations. No protests to the proposals have been received. The requests will be granted.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and good cause appearing,

IT IS ORDERED:

1. That D. Moyers is hereby authorized to discontinue passenger stage service between Fresno and Sanger and intermediate points over Ventura Avenue and Academy Road and the operative right therefor as well as all other operative rights created by Decision No. 38874 in Application No. 27344, and Decision No. 39621 in Application No. 27795, are hereby revoked and annulled.

2. That D. Moyers is hereby authorized to discontinue passenger stage service between Fresno and the Fresno Air Terminal and intermediate points over and along Belmont and Clovis Avenues and the operative right therefor created by Decision No. 39901 in Fourth Supplemental Application No. 24297, is hereby revoked and annulled.

3. That D. Moyers is authorized to discontinue passenger stage service over the following described route at Fresno Air Terminal:

"Beginning at the intersection of Shields Avenue and 8th Street at Fresno Air Terminal, thence in a southeasterly direction over 8th Street Perimeter Avenue, 7th Street, F Street and 5th Street to Clovis Avenue at Clinton Avenue Gate."

and the operative right therefor created by Decision No. 41203 in Application No. 28981 is hereby revoked and annulled.

4(a). That D. Moyers is hereby authorized to discontinue passenger stage service over and along the following route in the town of Calwa:

"Beginning at the intersection of Cedar Avenue and Jensen Avenue, thence along Cedar Avenue, Vine Avenue, Main Street to the intersection of the latter street with Jensen Avenue."

(b). That the route of operation of applicant between Fresno and Calwa as defined in Decision No. 42348 in Application No. 29829 after giving effect to the modification set forth in paragraph 4(a) will read as follows:

"Beginning in the City of Fresno, thence along Fulton Street, Cherry Avenue and U. S. Highway No. 99 (Railroad Avenue) southeasterly to the intersection of Church Avenue, thence along Church Avenue, Chestnut Avenue, Jensen Avenue, Cedar Avenue, Vine Avenue, Main Street, Jensen Avenue, West Street, Laurite Avenue and Orange Avenue to its junction with Church Avenue.

"Along Cedar Avenue between Jensen Avenue and Church Avenue.

"Along Maple Avenue between Jensen Avenue and Church Avenue."

5. That applicant shall post appropriate notices of the changes herein authorized in all equipment operated over the routes involved on ten consecutive days next prior to the effective date of any changes or discontinuances of service.

6. That applicant shall, on not less than five days' notice to the Commission and the public, amend his tariffs and file new time schedules both in triplicate, in accordance with the authority herein granted.

The Commission hereby finding that public convenience and necessity require the establishment and operation of passenger stage service to and from Fresno Air Terminal over the new route as herein proposed,

IT IS FURTHER ORDERED that a certificate of public convenience and necessity is hereby granted to D. Moyers, authorizing the transportation of passengers, their baggage and shipments of express weighing not in excess of 100 pounds each on passenger carrying vehicles only, to, from and between the points and over the route described as follows:

Commencing at the intersection of Shields and Walker Avenues, at Fresno Air Terminal, thence southerly along Walker Avenue to Westover Avenue to Clovis Avenue thence north along Clovis Avenue to its intersection with Shields Avenue.

The operative right granted in this paragraph is hereby consolidated with and made a part of the operative right created by Decision

No. 34404 in Application No. 24297.

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

Dated at San Francisco California, this 4th day of May, 1954.

John L. Mitchell
President
Justin J. Caswell
Kenneth Potter
Verne Joggins

Commissioners