

Decision No. 60279**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE GREYHOUND CORPORATION)
 for authority to operate over a regular)
 route as a passenger stage corporation) Application No. 41945
 between Holt Avenue Junction, Pomona, and)
 Euclid Avenue Junction, Ontario.)

G. H. Trautman, for applicant.
Harold J. Martin, for the City of Ontario,
 protestant.
Fred G. Ballenger, for the Commission staff.

O P I N I O N

In this application, filed on February 11, 1960, The Greyhound Corporation seeks authority to reroute a segment of its presently authorized passenger stage service between certain junctions of U. S. Highway 60 in southern California. This revision of operative rights will consist of the establishment of a regular route, to be designated Route No. 13, over Holt Avenue between Holt Avenue Junction in West Pomona and Euclid Avenue Junction in Ontario. A public hearing on this application was held in Ontario on May 19, 1960, before Examiner James F. Mastoris at which time evidence was presented and the matter submitted.

Evidence Supporting Requested Authority

The Greyhound Corporation presented evidence showing that it has moved its Pomona depot from a point south of the railroad tracks of the Southern Pacific Company and Union Pacific Company to Commercial Street, located north of said tracks; in addition, the new depot facility is within a short distance of the aforementioned Holt Avenue. The railroad tracks of these companies are parallel to each other and cross the present route in both Pomona and Ontario. Daily train movements of both railroads in this region average

sixteen passenger and forty-six freight trains. The passenger trains maintain regular stops at Pomona, and, during such stops, normally block the street for periods approximating ten minutes. Freight trains block the street traffic for approximately three minutes when no stops are made, and for a much longer time when stops are made. Moreover, during such times the applicant claims there is a great accumulation of automotive traffic which, on being unable to proceed, results in serious traffic congestion. Greyhound alleges it will be able to operate all of its bus schedules which serve Pomona without crossing these tracks. Furthermore, by extending the proposed route to and through Ontario, crossing of such railroad tracks at Ontario will be avoided in one direction. In addition, under the present route each bus must operate over a Southern Pacific branch line which crosses said U. S. Highway 60 east of Towne Avenue in Pomona.

Twenty eastbound and eleven westbound schedules regularly serve each city. An average of four out of fifteen additional westbound express schedules make a stop at these cities daily. Therefore, the applicant declares that by using the U. S. Highway 60 route an average of 35 buses are required to pass over the aforementioned tracks at both cities 175 times daily. By using the Holt Avenue route, the number of times necessary to operate over the grade crossings would be reduced from 175 to 35.

No changes in the frequency of the service or in the equipment to be used are proposed. The present tariffs of the applicant will continue to apply.

Protestant's Objections

The City of Ontario protested this application alleging that the aforementioned Holt Avenue in Ontario is a heavily traveled highway, carrying a large amount of local and through traffic, and that the

size and quantity of Greyhound's buses would congest an already crowded relatively narrow thoroughfare. Moreover, certain turning movements that would be necessary in order to enter and depart from the applicant's terminal in said city would generate traffic and pedestrian hazards at the city's busiest intersections. Under the presently authorized route the applicant's buses are kept from this heavily congested business area. It is claimed that while these vehicles must cross two sets of railroad tracks the crossings are well marked. One crossing has gates.

Although the protestant concedes that other passenger stage companies such as the Los Angeles Metropolitan Transit Authority, Transcontinental Bus Systems, Inc., and its own Ontario Municipal Bus System^{1/} have, in the past, been operating buses over Holt Avenue in the area in question, it maintains that its citizens are better protected by the minimal use of this street for operations as proposed by the applicant.

Findings and Conclusions

After full consideration of the applicant's request, the nature of the protest and the evidence of record the Commission finds that public convenience and necessity require that the application be granted. The disadvantages to the protestant of additional buses traveling over Holt Avenue are outweighed by the substantial benefits of convenience and safety for passengers riding on applicant's buses. The elimination of all Pomona crossings, the reduction in number of Ontario crossings, the reduction in number of grade crossing and safety stops, the reduction in frequency and duration of grade crossing blockage, the decrease in traffic congestion when crossings are blocked and the shorter mileage between terminals demonstrate, in our opinion, the over-all superiority and advantages of the proposed route.

^{1/} In addition the applicant has been operating over this route on a temporary basis since January 24, 1960.

O R D E R

Application having been made, public hearing having been held and the Commission being fully advised,

IT IS ORDERED:

1. That Appendix A of Decision No. 55893 is hereby amended by incorporating Third Revised Page 63 in revision of Second Revised Page 63.

2. That the authority herein granted is an extension and enlargement of, and consolidation with and subject to, all the limitations and restrictions set forth in the certificate granted by Decision No. 55893.

3. That in providing service pursuant to the authority herein granted The Greyhound Corporation shall comply with and observe the following service regulations:

a. Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, The Greyhound Corporation shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs and time schedules satisfactory to the Commission.

b. Within thirty days after the effective date hereof, The Greyhound Corporation shall file with the Commission appropriate map or maps consistent with the authority granted by this order.

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

Dated at San Francisco, California, this 5th day of July, 1960

[Signature]
President
[Signature]
[Signature]
[Signature]
Theodore J. Jinner
Commissioners

*18.13 Between Holt Avenue Junction and Euclid Avenue Junction:

From junction U. S. Highway 60 and Holt Avenue, west of Pomona (Holt Avenue Junction), over un-numbered highway via Pomona and Ontario to junction U. S. Highway 60 in Ontario (Euclid Avenue Junction).

18.14 Between Colton and Beaumont:

From Colton, over U. S. Highway 70-99 to Beaumont.

18.15 Between Palm Springs Junction and Indio:

From junction U. S. Highway 60-70-99 and California Highway 111 (Palm Springs Junction), over California Highway 111 to Indio.

18.16 Between Indio and California-Arizona State Line west of Yuma, Arizona:

From Indio, over U. S. Highway 99 to El Centro, thence over U. S. Highway 80 to the point where it intersects the California-Arizona State Line.

18.17 Between Coachella and Brawley:

From Coachella, over California Highway 111 to Brawley.

18.18 Between El Centro and Midway Well:

From El Centro, over U. S. Highway 99 to Calexico, thence over California Highway 98 to junction U.S. Highway 80 (Midway Well).

18.19 Between junction U. S. Highway 99 and McCabe Road, and junction County Road 11 and U. S. Highway 99:

From junction U. S. Highway 99 and McCabe Road, over McCabe Road to Date Canal Road, thence over Date Canal Road to County Road 11, thence over County Road 11 to its junction with U. S. Highway 99.

Issued by California Public Utilities Commission.

*Changed by Decision No. 60379 Application No. 41945