

**ORIGINAL**

Decision No. 62750

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of STOCKTON CITY LINES, INC. for authority to combine, extend, discontinue and reroute certain portions of existing routes and to adjust service frequencies.

Application No. 43493

Daniel S. Lane, for applicant.  
Jack Wickware, for the City of Stockton, interested party.  
Mylford E. Getchel, for the Commission staff.

O P I N I O N

Stockton City Lines, Inc., operates as a passenger stage corporation in and around the City of Stockton. By this application it seeks authority to make changes in its routes and schedules which will result in an annual reduction of approximately 163,988 miles from the present total of 1,156,376 miles operated per year.

Public hearing was held in Stockton before Examiner Rowe on July 27, 1961. Evidence was adduced by applicant and by the Commission staff and the matter was duly submitted on said date.

The applicant's evidence consisted of the testimony of the former superintendent of transportation and its vice president and a number of exhibits showing the use of its lines and the expenses and revenues. The staff, through two of its members, introduced its study of the operation and its estimate of results thereof. Three members of the public also testified.

In general, the proposed changes in routes and schedules were shown by applicant to be justified and were supported by the Commission's staff. However, in connection with the request to

change the headway on the No. 2 line from 15 minutes to 20 minutes, the staff position was as follows:

"By running a 20-minute headway and using the adjusted company passenger load figures it will be noted that standing loads occur starting at 2:20 p.m. and continuing through 5 p.m. Table No. 2 shows the number of passengers that could be anticipated on each trip if the frequency on the No. 2 line were increased to 15 minutes between 2 p.m. and 6 p.m. It appears that a 15-minute headway is needed on the No. 2 line during this period on weekdays."

We find that the staff's position regarding the 15-minute headway on the No. 2 line is sound and is justified as long as the service is operated with the present 36-passenger buses.

Another matter which should be considered is the company's revenue equipment. The Commission finds that the following equipment is being operated by applicant:

<u>No. of Coaches</u>	<u>Make and Model</u>	<u>Year</u>	<u>Seats</u>
4	GMC - TD 3602	1941	36
19	GMC - TD 3609	1946	36
6	GMC - TD 3610	1947	36
7	GMC - TD 3610	1948	36

As to these buses the staff made the following comment:

"All the coaches are diesel-powered. The four 1941 buses are used primarily in school tripper service. The coaches appeared to be kept clean and the record of road calls for the past year indicated that they are reasonably well maintained. For the past six months the total loss in time in scheduled service due to road failures was 60 minutes. However with the average age of the fleet now being 15 years, it is evident that the company should formulate plans for the eventual replacement of their equipment.

"The purchase of four new buses per year for the next five years would result in the complete replacement of the 20 buses that are presently required to operate in the base service. The company has not set forth any bus replacement program and it appears that one should be formulated. It is therefore recommended that the company purchase 4 new buses in the forthcoming year, and 4 new buses per year until a total of 20 buses have been purchased."

In view of the age of the present fleet, the operation cannot be continued indefinitely without replacement of some of the equipment. If the company does not submit such a program, it will become necessary that we prescribe one. Consideration should be given to the favorable reaction and public appeal of new and modern vehicles. This factor could help to stimulate traffic and result in more favorable earnings with new equipment in operation than those estimated with the use of existing equipment.

The Commission finds that the application should be granted except that: (1) applicant should maintain on its No. 2 line a headway of at least one 36-passenger bus every 15 minutes between the hours of 2 p.m. and 6 p.m., and (2) applicant should acquire four new 45-passenger buses to be placed in operation over said Route No. 2 as soon as possible, and (3) applicant should present a comprehensive bus replacement program to the Commission within six months.

O R D E R

Public hearing having been held and based upon the evidence of record and the above findings,

IT IS ORDERED that:

1. Appendix A of Decision No. 54660 is hereby amended by incorporating First Revised Pages 2, 3, 6 and 7, attached hereto, in revision of Original Pages 2, 3, 6 and 7.

2. Subject to Paragraph 3, below, applicant is authorized to reduce frequency of service on its routes numbered 1 to 5, inclusive, as proposed in application, provided that until applicant acquires and places in service at least four new 45-passenger buses on its No. 2 line it shall be required to maintain on said No. 2

line a headway of one bus every 15 minutes between the hours of 2 p.m. and 6 p.m. on all weekdays.

3. The authority contained in Paragraphs 1 and 2 of this order is granted on the condition that if such authority is exercised, applicant shall purchase and place in service as soon as possible four new 45-passenger buses, further that applicant shall submit to the Commission, on or before April 30, 1962, a comprehensive program for eventual replacement of all of its buses, including the proposed capacities and types of buses to be purchased and the proposed purchase dates thereof.

4. A portion of the authority herein granted is an extension and enlargement of applicant's operative rights and all the authority herein granted may be consolidated with, and is issued subject to, all the limitations and restrictions set forth in the certificate granted by Decision No. 54660 in Application No. 38717.

5. In providing service pursuant to the authority herein granted, Stockton City Lines, Inc., shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, Stockton City Lines, Inc., shall file a written acceptance of the authority herein granted, and said filing shall constitute acceptance of the condition required in Paragraph 3 of this order.
- (b) Within sixty days after the effective date hereof and on not less than five days' notice to the Commission and to the public, Stockton City Lines, Inc., shall establish the service herein authorized.
- (c) For five days immediately prior to the establishment of the service herein authorized, applicant shall post notices thereof in all of its buses operating

on routes affected, and shall post like notices at bus stop locations which will be discontinued.

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

Dated at San Francisco, California, this 31st day of October, 1961.

*W. W. Page*  
President  
*W. W. Page*  
*C. L. Fox*  
*George G. Thayer*  
*Fredrick B. Halchoff*  
Commissioners

Appendix A

STOCKTON CITY LINES, INC.

Route No. 2, College of Pacific - East Main

Commencing at the intersection of Princeton and Webster Avenues, thence via Princeton Avenue, Plymouth Road, Inman Avenue, Webster Avenue, Princeton Avenue, Pershing Avenue, Mendocino Avenue, Kensington Way, Stadium Drive, Pacific Avenue, Maple Street, Center Street, Weber Avenue, Airport Way (formerly Ophir Street), Market Street, Main Street, Oro Avenue, Washington Street, Del Mar Avenue, Marsh Street, Cardinal Avenue, Washington Street to Del Mar Avenue, returning over reverse of route to Oro and Main Street, thence along Main Street, Airport Way, Weber Avenue, El Dorado Street, Maple Street to Center Street and continuing by reverse of route to the intersection of Princeton and Webster Avenues.

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## Route No. 3, Poplar - Port

Commencing at the intersection of Monte Diablo Avenue and Banner Avenue, thence via Raymond Avenue, Kingsley Avenue, Monte Diablo Avenue, Picardy Drive, Pershing Avenue, Willow Street, Yosemite Street, Poplar Street, Center Street, Weber Avenue, San Joaquin Street, Washington Street, Yosemite Street, Sonora Street, Ventura Avenue, Main Street, Washington Street, Fresno Avenue to Sonora Street, returning over reverse of route to the junction of Washington Street and Lafayette Street thence along Lafayette Street, San Joaquin Street, Weber Avenue, El Dorado Street, Poplar Street to Center Street, continuing along reverse of route to the intersection of Willow Street and Pershing Avenue, thence along Willow Street, Buena Vista Avenue, Monte Diablo Avenue to the intersection of Monte Diablo Avenue and Banner Avenue. Also commencing at the intersection of Monte Diablo Avenue and Kingsley Avenue along Monte Diablo Avenue to the entrance of Louis Park.

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Appendix A

STOCKTON CITY LINES, INC.

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Route No. 6, Canceled (added to Route No. 3)

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Appendix A            STOCKTON CITY LINES, INC.

Route No. 7, Waterloo Road via Fremont Street

Commencing at the intersection of Weber Avenue and San Joaquin Street, thence along San Joaquin Street, Main Street, Hunter Street, Weber Avenue, Grant Street, Miner Avenue, Wilson Way, Fremont Street, Sargent Avenue, Park Street, F Street, Acacia Street, D Street, Willow Street, F Street, Waterloo Road, Chronicle Avenue, Minnie Street, Sutro Avenue, Waterloo Road to Chronicle Avenue.

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