

ORIGINAL

65261

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SAN DIEGO ECONOMY LINE, INC., for authority to reroute, abandon, and extend and make other modifications of service in the vicinity of San Diego and El Cajon.)) Application No. 45174) (Filed February 8, 1963)))
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O P I N I O N

Applicant requests authority to make various changes, extensions and abandonments in its present routes and service in the El Cajon area and to change the turn-around loop in downtown San Diego. Its present operating authority is set forth in Decisions Nos. 60338, 60692, 61095, 61657 and 62368. Its present fares were authorized in Decision No. 64340. No change in present fares is proposed.

The proposed changes are as follows:

El Cajon Service

Route 1

Discontinue service from the intersection of Main Street and Magnolia along Magnolia Avenue, Chase Avenue, Avocado Boulevard, Itzamma Drive and Nabal Drive to its intersection with Challenge Boulevard, the one-way distance of which is 4.8 miles.

Only one round trip daily is now operated on this portion of the line and a 6-day passenger check made January, 1963, showed not a single passenger carried.

Route 3

- (a) Discontinue service along Parkside Street between River Street and Maine Avenue.
- (b) Discontinue service along Lakeshore Drive and Vine Street between River Street and Laurel Street.

The above abandonments now constitute the turn-around loop

and each is approximately .2 of a mile in length. In lieu thereof, a new turn-around loop beginning at Parkside Street, thence along River Street, Laurel Street and Maine Avenue to Parkside Street would be established, resulting in an extension of approximately .2 of a mile to the north. The most that this would affect present passengers would be an additional walk of .1 of a mile.

Route 4

- (a) Discontinue service from Magnolia along Wells Avenue, Ballantyne Lane, Broadway, Mollison Avenue, Bradley Avenue, Pepper Villa Drive, and Pepper Drive to Magnolia Avenue, and in lieu thereof, operate all service north and south along Magnolia Avenue between Wells Avenue and Pepper Drive. This portion of the route is presently authorized as an alternate route and a portion of the service is presently operated thereon.

The said passenger check showed an average of 10.5 passengers per day utilize service over the section of the route to be abandoned. The maximum additional walking distance for these passengers to reach service along Magnolia Avenue would be as follows:

<u>Passengers Daily</u>	<u>Mile</u>
2.5	.2
5.0	.6
3.0	.8

- (b) Discontinue service from the intersection of Cuyamaca Street and Mission Gorge Road, along Mission Gorge Road, Carlton Hills Boulevard, Domez Road, Mast Boulevard, Halberns Boulevard, Stoyer Drive, E. Heaney Circle, and Halberns Boulevard to its intersection with Carlton Hills Boulevard, the round-trip distance of which is 7.7 miles.

The passenger check revealed that only 3.2 passengers per day utilized this service.

In lieu of the above abandonment, it is proposed to establish a large turn-around loop by operating from Magnolia Avenue along Prospect Avenue and Cuyamaca Street to Mission Gorge Road from which point the present route to El Cajon would be used. This turn-around loop would serve a large trailer park and certain small commercial enterprises now without service.

San Diego-Calavo Gardens Service

Route 1

Extend service from the intersection of First Avenue and Broadway in downtown San Diego along First Avenue, "B" Street and Front Street to Broadway. This change merely constitutes a turn-around loop to and from the Greyhound Depot and has been in effect for approximately one year, having been made necessary when the City of San Diego established First Avenue and Front Street as one-way thoroughfares.

Applicant also requested authority to establish an "on-call" service in the Carlton Hills area but subsequently withdrew said request.

As justification for the proposals applicant alleges patronage has been poor in the areas where service will be curtailed or abandoned and that revenue does not pay out-of-pocket costs; that it has been operating at a deficit and therefore it is necessary to reduce expenses to remain in business. Its financial condition as of December 31, 1963, shows total assets of \$13,279.53, total liabilities of \$7,407.64 and a net worth of \$5,871.89 represented by capital investment and surplus of \$10,826.23 and an operating deficit of \$4,954.34.

Revenue from applicant's El Cajon local operations has been below out-of-pocket costs or approximately 13 cents per mile, while the out-of-pocket cost is approximately 23 cents per mile, and the over-all cost is approximately 35 cents per mile. The proposed changes, if authorized, would result in a savings of 34 miles per day, and will add an earlier morning trip between Lakeside and El Cajon which applicant believes, on the basis of requests, will be compensatory.

Notices outlining the proposed abandonment and extensions have been posted in all of applicant's buses since February 5, 1963,

and the City of El Cajon, the El Cajon Chamber of Commerce and the County of San Diego were furnished copies of the application on February 4, 1963. No protests have been received.

The Commission having considered the matter finds that public convenience and necessity require the proposed changes. The application will be granted. A public hearing is not necessary.

As applicant has heretofore been authorized to revise its routes on several occasions, it is deemed advisable to restate its certificate in order to clarify its operating authority.

San Diego Economy Line, Inc. is hereby placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity be and it is granted to San Diego Economy Line, Inc., a corporation, authorizing the establishment and operation of a service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons between and along the routes as more specifically set forth

in Appendix A attached hereto and made a part hereof, subject to the conditions and restrictions, if any, as set forth in said Appendix A.

2. The certificate of public convenience and necessity granted in paragraph 1 of this order supersedes the certificates of public convenience and necessity granted by Decisions Nos. 60338, 60692, 61095, 61657 and 62368, which certificates are hereby revoked, said revocation to become effective concurrently with the effective date of the tariff filings required by paragraph 2(b) hereof.

In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- a. Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98 and insurance requirements of the Commission's General Order No. 101-A. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Orders Nos. 98 and 101-A, may result in a cancellation of the operating authority granted by this decision.
- b. Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file in the Commission's office in triplicate tariffs and timetables satisfactory to the Commission.
- c. The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and to the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.

d. The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.

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

Dated at San Francisco, California, this 23rd day of April, 1963.

George T. Hoover
President

[Signature]

[Signature]

Frederick B. Hebluff

[Signature]
Commissioners

SAN DIEGO ECONOMY LINE, INC.

Appendix A

Original Page 1

CERTIFICATE
of
PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights,
restrictions, limitations, exceptions, and
privileges applicable thereto.

All changes and amendments as authorized by
the Public Utilities Commission of the State
of California will be made as revised pages
or added original pages.

Issued under authority of Decision No. 65261
dated April 23, 1963, of the Public Utilities
Commission of the State of California, on
Application No. 45174.

SAN DIEGO ECONOMY LINE, INC.

Appendix A

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Appendix A.

Original Page 3

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,
AND SPECIFICATIONS.

The certificate hereinafter noted supersedes all operative authority heretofore granted to San Diego Economy Line, Inc.

San Diego Economy Line, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers between Santee, Lakeside, Bostonia, El Cajon, Homeland, Casa De Oro, Lemon Grove and San Diego and certain territories intermediate and adjacent thereto, over and along the routes hereinafter described, subject to the following provisions:

- (a) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- (c) Passengers whose origin and destination are both west of Euclid Avenue shall not be transported.
- (d) Passengers whose origin and destination are both along Main Street, between Anza Street and Magnolia Avenue, both points inclusive, shall not be transported.

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Appendix A.

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Route Descriptions

Route No. 1, San Diego-Calavo Gardens: Beginning at the Greyhound Bus Depot located at 1st Avenue and Broadway in San Diego, thence along 1st Avenue, "B" Street, Front Street, Market Street, Wabash Boulevard, Highway 94 Freeway, Broadway (Federal Boulevard), Campo Road (Campo Boulevard), Avocado Boulevard, to Challenge Boulevard. Return via Challenge Boulevard, Calavo Drive to Campo Road, thence via the going route to point of beginning.

Also along 32nd Street between Highway 94 and Market Street.

Also along First Avenue between Market Street and Broadway.

Also along College Grove Avenue and Ryan Road between Broadway (Federal Boulevard) and the College Grove Shopping Center.

Alternate Routes

(1) Along 25th Street and Highway 94 Freeway between Market Street and Wabash Boulevard.

(2) Along Federal Boulevard and Home Avenue between Highway 94 Freeway and Broadway (Lemon Grove).

(3) Along Ryan Road and College Grove Way between College Grove Shopping Center and Highway 94 Freeway.

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SECTION 2 (Contd.)

Route No. 2, El Cajon-Olive Hills-Ellen Lane Park:

Beginning at the intersection of Main Street and Magnolia Avenue, thence along Main Street, Third Street, Greenfield Drive, Highway 80 (Main Street), Broadway, Fourth Street, Madison Avenue, Third Street, Dumar Avenue, Waterloo Avenue, Washington Street, Jamacha Road and Main Street to point of beginning.

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SECTION 2 (Contd.)

Route No. 3, El Cajon-Lakeside:

Beginning at the intersection of Main Street and Magnolia Avenue, thence along Main Street, First Street, Broadway, Second Street, Winter Gardens Boulevard, Woodside Avenue, River Street and Laurel Street to Maine Avenue. Return via Maine Avenue and Woodside Avenue to Winter Gardens Boulevard, thence via the reverse of the going route to point of beginning.

Also along Laurel Street and Ashwood Street to El Capitan High School.

Alternate Route

Along Broadway between Highway 80 (Main Street) and Second Street.

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Appendix A

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SECTION 2 (Contd.)

Route No. 4, El Caion-West Santee:

Beginning at the intersection of Main Street and Magnolia Avenue, thence along Magnolia Avenue, Prospect Avenue, and Cuyamaca Street to Mission Gorge Road in West Santee; returning via Mission Gorge Road and Magnolia Avenue to point of beginning.

Also along 2nd Avenue, unnamed Street and Magnolia Avenue serving Edgemoor Hospital north of Mission Gorge Road.

End of Appendix A

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