



Applicant proposes a round trip rate of \$8.00. The distance to be traversed is 102 miles. At the hearing he testified that he intended to carry only passengers originating east of Lytle Creek for Los Angeles, and vice versa, but expected to carry passengers from and to Los Angeles. East of Lytle Creek applicant proposed to serve Devore, El Cajon, Hesperia, Apple Valley and Victorville. His schedule of intermediate fares was equitable.

Applicant produced witnesses to show public necessity for his service. Their testimony was that many travellers inquired for stage service and that many, including the witnesses, would use it, especially in getting into San Bernardino and Los Angeles early in the day. They also complained that the Santa Fe service was dilatory and unsatisfactory. The testimony, however, was not convincing that there is public need of additional service, especially when the character of service proposed is compared with the expressed wishes of the witnesses.

Applicant would afford but two trips each way each week. The convenience of service to the public, if there should be a need, requires an improvement of existing service.

Protestant Santa Fe Railway maintains fourteen trains, seven in each direction daily. Of this number, eleven trains are during hours convenient to travellers. The time between termini varies from four to five hours, according to the train schedule. An exhibit of the Santa Fe shows that 90 per cent of its business is through traffic between Los Angeles and Victorville and that the remainder is for points between Lytle Creek and Victorville. The round trip fare of protestant between termini is \$8.48, and its intermediate fares about on equality

with those proposed by applicant.

As applicant's proposed service does not improve that of protestant and as the showing of public need was not convincing, it follows that under all the facts shown, granting a certificate is not justified.

ORDER

F.L. McCauley having applied to the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of automobile passenger service between Los Angeles and Victorville;

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity do not require the establishment of service as applied for and that application herein be and the same hereby is denied.

Dated at San Francisco, California, this 27<sup>th</sup> day of February, 1922.

H. B. ...  
H. D. ...  
... Matter

Commissioners.