

ORIGINAL

Decision No. 5258

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application)
of SAN BERNARDINO MOUNTAIN AUTO)
LINE for certificate of public)
convenience and necessity to op-) Application No. 3408.
erate stage service between Forest)
Home Junction and Forest Home.)

Byron Waters for applicant.
H. W. Kidd for Harry L. Beale and
O. R. Fuller, protestants.
C. J. Tripp for certain creditors
of Harry L. Beale.
C. A. Smith for Pacific Electric
Railway Company.

BY THE COMMISSION:

O P I N I O N

San Bernardino Mountain Auto Line applies for certificate that public convenience and necessity require it to operate an automobile passenger and freight service between Forest Home Junction and Forest Home in the San Bernardino Mountains, San Bernardino County.

A public hearing in the matter was held by Examiner Westover at San Bernardino.

The proposed schedule provides one round trip daily from San Bernardino via Redlands, to Forest Home and return. The proposed fares from San Bernardino or Redlands are \$2.50 single trip, \$3.00 round trip. The

proposed freight rate is 50¢ per hundred between San Bernardino or Redlands and Forest Home Junction or Forest Home; and \$1.00 per hundred to ^{or from} camps off the road connecting Forest Home and Forest Home Junction, but accessible by truck from that road.

For several years Max Green, P. H. Green and Mrs. Kirk R. Phillips, as partners under the fictitious name of applicant, have operated such a service over the scenic Crest Route from San Bernardino via Redlands, Forest Home Junction, Big Bear Lake and Skyland, serving some eighteen summer resorts through the mountains. It now wishes authority to serve Forest Home, probably the largest resort in the vicinity, lying 4.3 miles from Forest Home Junction. This it wishes to do by service direct between Forest Home, Redlands and San Bernardino, and between Forest Home and Big Bear Valley via Forest Home Junction.

Through tickets are sold by Pacific Electric, Southern Pacific, Salt Lake and Santa Fe routes at various stations on these lines in Southern California to points reached by applicant; the rates being composed of regular rail rates plus the stage rates, allowing stop-over privileges at all resorts served by applicant. These tickets are good for thirty days. If the application is granted, through tickets with stop-over privileges will be sold to Forest Home in like manner. Nearly all of applicant's passengers are delivered by the rail lines to it at San Bernardino and Redlands. It is the only carrier serving the San Bernardino Mountain resorts which has authority to take passengers from both San Bernardino and Redlands.

Applicant carried about 2000 passengers round trip over its Circle Route via Forest Home Junction, to Big Bear Valley and return/ ^{in 1917.} This was about one-fourth of the passengers carried into the mountains by it during the 1917 season. Of the freight delivered to the resorts on its route it carried about 75% exclusive of building materials. About 10% of its passengers inquired of its agents for rates to Forest Home. Applicant thinks 25% of its passengers would have visited Forest Home if agents had been in a position to sell through tickets to that point.

The Pacific Electric Railway Company reports that applicant's service has been found thoroughly satisfactory and that the through ticketing arrangement proves a great convenience to the traveling public.

The manager of Forest Home resort testified that of 3200 people entertained at Forest Home during 1917, about 400 arrived by the only stage line, Beale's Mountain Auto Line. Although the service given by that line had proven satisfactory, he too believed that a through ticketing arrangement would prove of greater convenience to guests arriving by stage as well as better advertise his resort to the traveling public. Practically all the travel from Forest Home Junction is to Forest Home resort.

Harry L. Beale, who for several years has operated Beale's Mountain Auto Line between Redlands and Big Bear Lake with a line to Forest Home from Forest Home Junction, upon the same rates and fares as those proposed by applicant, protests against the granting of the application. He is at present in

financial difficulties of such a character that he will not be able to operate his line the coming season, though he completed his season's schedule in 1917. Two White trucks, purchased near the end of the last season, under the usual form of lease contract, on one of which \$500 had been paid, have both been surrendered to the seller because of default in payments. He attributes his difficulties to poor equipment, which has now been turned over to his creditors.

It appearing that Mr. Beale is unable to resume service and that applicants herein are well equipped to serve the public, the present application should be granted.

O R D E R

SAN BERNARDINO MOUNTAIN AUTO LINE having filed application asking that the Railroad Commission declare that public convenience and necessity require the operation by it of automobile stage and truck service as a common carrier of passengers, freight and express packages between Forest Home Junction, Forest Home and intermediate points, all in San Bernardino County; and a public hearing having been held thereon and the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Max Green, P. H. Green and Mrs. Kirk R. Phillips, a co-partnership doing business under the fictitious name of San Bernardino Mountain Auto Line, of automobile service as a common carrier of passengers,

freight and express packages between Forest Home Junction and Forest Home, in San Bernardino County, provided that this declaration shall not become effective until they have procured from the Railroad Commission supplemental order herein reciting that they have filed herein certified copy of permit from the County of San Bernardino as required by Section 3 of Chapter 213, Laws of 1917; and, provided further, that the rights and privileges herein granted shall not be assigned or transferred unless the written consent of the Railroad Commission to such assignment has first been procured.

IT IS HEREBY ORDERED that no vehicle may be operated under this certificate unless such vehicle is owned by the applicants herein or is leased by such applicants under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California,
this 1st day of April, 1918.

Man Helen

H. S. [unclear]

[unclear]

Edwin O. Edgerton

Commissioners.