

Decision No. ~~39439~~

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of MARIO PASTRONE, doing business
as VALLEY BUS LINE, for certificate
of public convenience and necessity
to operate a passenger bus service
as common carrier between Ontario and
Chino, in the State of California.)

) Application No. 27474

Charles D. Warner, for applicant; Jack Schipp, for
Citrus Belt Lines, protestant; Loren W. Smith,
interested party.

O P I N I O N

Applicant seeks authority to establish and operate a passenger stage service between the Cities of Ontario and Chino and intermediate points. The proposed route is along Euclid Avenue and Riverside Drive, a distance of approximately 5.2 miles.

A public hearing was held at Los Angeles on September 11, 1946. Evidence, oral and documentary, having been adduced the matter was submitted for decision.

The proposed fare between Ontario and Chino is 15 cents one way and 25 cents round trip. Two 10-cent fare zones are proposed with a fare-break point at the intersection of Euclid Avenue and Riverside Drive. Half-hourly schedules are proposed between 6:30 a.m. and 11:00 p.m. Applicant stated that he would operate one Ford Transit bus but would have two available.

No other common carrier of passengers now operates between said cities. Protestant Citrus Bolt Lines operates between Chino and Pomona.

Applicant testified that the City of Chino has grown to a population of between 5,000 and 6,000 persons and that of Ontario is in excess of 20,000; that he investigated the need for the proposed service by calling on the Chamber of Commerce and the General Electric plant at Ontario and as a result of said inquiries he found "numerous employees living in the district"; that a residential subdivision is proposed near the intersection of Riverside Drive and Central Avenue in Chino but no construction has as yet commenced; that in the future there will be a need for service at Cal-Aero, now being reconverted into a housing project, and that this development is one mile from his proposed route; that he believes a need exists for the proposed service.

Applicant stated that he does not own, and has not placed an order for, the busses he proposes to use. He gave no evidence of his financial ability to commence and continue to operate the proposed service nor did he offer any evidence or estimates of anticipated income and expenses.

Applicant called one public witness, the general manager for a corporation that is subdividing the property referred to in applicant's testimony. This witness testified as to his company's future large-scale plans for promoting and building a residential community northeasterly of the intersection of Riverside Drive and Central Avenue in

Chino. Nevertheless, he stated there is no construction at present nor are the streets and curbs laid out. Although this witness stated that "there is a definite need for transportation between Chino and Ontario", his opinion was not supported by probative evidence.

Not one prospective passenger was called to testify. One civic organization wrote to this Commission (Exhibit No. 1) stating that it would be a "great advantage to our citizens" if the route were inaugurated. Another pointed to the industrial expansion of Chino and Ontario, "a great influx of Ontario people" to this area (Chino) and curtailed automobile production as indicating a need for the proposed service. Unsupported statements of this kind have very little value as evidence of public need.

Upon consideration of the entire record in this proceeding we are of the opinion and find that the establishment and operation of the proposed transportation service has not been justified.

O R D E R

A public hearing having been held in the above entitled proceeding, the matter having been submitted, and the Commission being fully advised,

IT IS ORDERED that Application No. 27474 be, and it hereby is, denied.

The effective date of this order shall be twenty
(20) days from the date hereof.

Dated at San Francisco, California, this 24th
day of September, 1946.

Harold J. Kula
Justus J. Galloway

W. H. Russell

R. T. Anderson
COMMISSIONERS