

Decision No. 40263**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of SAN BERNARDINO VALLEY TRANSIT)
COMPANY, a corporation, for a)
Certificate of Public Convenience) Application No. 27917
and Necessity, to operate an omnibus)
service (as a common carrier) between)
San Bernardino and Newport Beach.)

Wm. Guthrie for applicant. C. W. Cornell and Randolph
Harr for Pacific Electric Railway Company; Chas. F. Rhinard for
Laguna Beach-Santa Ana Stage Line, protestants.

O P I N I O N

San Bernardino Valley Transit Company, a corporation, now engaged in the operation of a passenger stage service in the Cities of San Bernardino and Colton, and in the vicinity thereof, seeks authority to establish and operate a seasonal common carrier service for the transportation of persons between San Bernardino and Newport Beach.

A public hearing was held at San Bernardino on April 15, 1947, at which time evidence, oral and documentary, having been adduced, the matter was submitted for decision.

The service is proposed for the summer period, between June 15 and September 15. Applicant does not propose to offer a local service along the proposed route (State Highways Nos. 18 and 55), as it is intended to carry only passengers whose point of origin is between San Bernardino and Corona and whose destination

is Newport Beach or Balboa. North-bound, the point of origin is Newport Beach or Balboa and point of destination Corona or beyond.

Applicant proposes to operate week-end schedules as follows:

	<u>Leave San Bernardino</u>	<u>Arrive Balboa</u>	<u>Leave Balboa</u>
Fridays:	6:30 p.m.	8:25 p.m.	8:30 p.m.
Saturdays:	1:00 p.m.	2:55 p.m.	3:00 p.m.
	5:30 p.m.	7:25 p.m.	8:30 p.m.
Sundays:	10:00 a.m.	11:55 a.m.	12:00 Noon
	2:00 p.m.	3:55 p.m.	4:00 p.m.
	6:00 p.m.	7:55 p.m.	8:30 p.m.

The proposed route distance is 59 miles. There is evidence in the record that makes it appear doubtful that applicant's proposed running time of one hour and fifty-five minutes could be maintained.

Applicant's proposed round-trip fares, including federal tax, for adults and children, are \$4.00 from San Bernardino and Riverside, and \$3.60 from Arlington and Corona.

Applicant's president estimated that the average number of passengers per round trip would be 12.5, and that the net weekly profit would amount to \$33.12 (Exhibit No. 4).

Representatives of the Chambers of Commerce of San Bernardino, Riverside, Corona, Newport Beach, and Balboa, and of the Balboa Improvement Association, testified that their organizations had approved the application. Although these witnesses expressed their opinions that some need exists for the proposed service, none had knowledge of the present or proposed schedules or the fares offered by protestants Pacific Electric Railway Company and Laguna Beach-Santa Ana Stage Line between San Bernardino and Balboa. No persons requiring the proposed service were called to testify.

The record shows that Pacific Electric Railway Company and Laguna Beach-Santa Ana Stage Line operate a daily joint service between San Bernardino and Balboa, consisting of six daily schedules on Monday, Tuesday, Wednesday, and Thursday, and seven daily schedules on Friday, Saturday, and Sunday. Although this joint service requires a transfer at Riverside and at Santa Ana, the running time, after June 15, 1947, will be two hours and forty minutes on one schedule, two hours and fifty minutes on four schedules, and three hours and twenty minutes on two schedules.

The round-trip fare via protestants' lines, between San Bernardino and Balboa, is \$2.81. Fares between intermediate points are correspondingly less and reduced fares for children are offered.

The evidence of record is not convincing that a public need exists for an additional transportation service as proposed. Protestants are rendering a joint passenger service, between San Bernardino and Balboa and intermediate points, which, under the circumstances disclosed by this proceeding, appears to be adequate. Also, protestants propose to improve said service during the summer months by operating additional schedules.

After full consideration of all the evidence in this proceeding, we are unable to find that public convenience and necessity require the establishment of a transportation service as proposed; therefore, the application will be denied.

O R D E R

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

IT IS ORDERED that the above-entitled application be, and it hereby is, denied.

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

Dated at Los Angeles, California, this 13th day of May, 1947.

Harold P. Kule

Earl H. Rowell

R. J. Dunning

Herbert Potter

COMMISSIONERS