

ORIGINAL

Decision No. 57746

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 an order or orders
authorizing discontinuance of night
and Sunday service on Lines 1, 2 and 4.

Application No. 40394.

Alden Reid, attorney, for applicant.
Courtney M. Short, Councilman of the City of
San Bernardino; Noel J. Glines, Jr., for
International Association of Machinists,
The Atchison, Topeka and Santa Fe Railway
Company; Stephen B. Orosz, for self and
Lenore Manor, protestants. Fred G.
Ballenger and Glenn E. Newton, for the
Commission staff.

O P I N I O N

Applicant operates a bus service in San Bernardino and vicinity and between San Bernardino and Colton. By this application authority is sought to discontinue evening service after approximately 7:00 p.m. and all Sunday service on Lines 1, 2 and 4. Applicant does not now render any evening or Sunday service on any of its other lines.

A public hearing was held in San Bernardino before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

Passenger checks were made on three representative days, Thursday, Friday and Sunday, October 9, 10 and 12, respectively, the results of which are set forth in Exhibit No. 5.

Applicant and the Commission's staff presented estimated results of operation under present service and under proposed

curtailed service (Exhibits Nos. 4 and 6). For the 12-month period ending September 30, 1959, applicant estimated a loss of \$4,364 if present service is maintained, and a profit of \$3,086 if this application is granted. The Commission's staff estimates for the year ending May 31, 1959, are a \$3,720 loss and a \$50 profit, respectively, and operating ratios of 101.1 percent and 100 percent respectively. Applicant's operating ratios would be 101.2 percent and 99.3 percent respectively.

Considering the various load factors applicable to each evening schedule proposed to be discontinued (Exhibit No. 5), it is apparent that patronage on three of the trips on both branches of Line 1 and on two trips on Lines 2 and 4 are fairly well patronized, although the revenue from said trips falls somewhat short of paying out-of-pocket costs. However, we are of the opinion and find that it is not in the public interest at this time to discontinue all of the evening schedules as proposed. It also is apparent that applicant's financial difficulties are not likely to be solved by its present proposal, as indicated by the following tabulation:

Estimated Results of Operation

	Present Service		Proposed Service	
	Applicant	PUC	Applicant	PUC
	Yr. Ending	Yr. Ending	Yr. Ending	Yr. Ending
	9-30-59	5-31-59	9-30-59	5-31-59
Total Revenue	\$352,036	\$347,110	\$336,536	\$331,070
Total Expense	356,400	350,830	333,450	331,020
Operating Profit (Loss)	(4,364)	(3,720)	3,086	50
Operating Ratio	101.2%*	101.1%	99.3%*	100.0%
Rate Base	52,015**	36,450	52,015**	36,450
Rate of Return	-	-	4.7%*	0.1%

* Staff figure

** Applicant's Rate Base as shown in Exhibit "D"
Application No. 39804.

(Red Figure)

Discontinuance of all Sunday service does not appear justified. On Sunday, October 12, Line 1 carried 108 outbound passengers and 115 inbound passengers on its 34th Street branch, and 100 outbound and 146 inbound passengers on its Colton branch, for a total revenue of \$73.58. Line 4 carried 135 outbound passengers and 168 inbound passengers, for a total revenue of \$43.63. Total miles operated on said day on Lines 1 and 4 were 379 and 127, respectively. Patronage on Line 2 does not appear to justify the continuance of some of the Sunday service as total fares amounted to \$20.56 from both the Norton Air Base and Shandin Hills routes of said line. Total miles operated were 151. From the evidence of record it appears that the Shandin Hills service on Sunday should be discontinued and that Line 4 and the Norton Air Base branch of Line 2 should be consolidated, and that the present headways should be revised substantially as presently operated on said Line 2 - Norton Air Base with the last Sunday schedule on each of said lines to be discontinued.

Having considered the application and evidence adduced in support thereof, the Commission finds that public convenience and necessity require that present evening and Sunday service be curtailed only to the extent set forth in the order below. The application will be granted in part and denied in part.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises and having found as hereinabove set forth,

IT IS ORDERED:

- (1) That applicant may curtail and discontinue a portion of its present evening schedules on its Lines Nos. 1, 2 and 4 as follows:

Line 1 - 34th Street and Line 1 - Colton

Discontinue the last two schedules on weekdays, Saturday and Sunday, as shown on Exhibit No. 3.

Line 2 - Shandin Hills

Discontinue all Sunday service.

Line 2 - Norton Air Base

Discontinue the last schedule on weekdays, Saturday and Sunday, as shown on Exhibit No. 3.

Line 4 - Muscott and Base Line

Discontinue the last schedule, weekdays, Saturday and Sunday, as shown on Exhibit No. 3, and consolidate Sunday service with Sunday service on Line 2 - Norton Air Base by reducing present Line 4 schedules so as to coordinate the service on said lines.

(2) That, unless otherwise permitted by this Commission, applicant shall in all other respects continue its operations substantially as shown in Exhibit No. 3 of this proceeding.

(3) That, except as hereinabove authorized, Application No. 40394 be and it hereby is denied.

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

Dated at San Francisco, California,
this 16th day of December, 1958.

E. L. Ford
President
Paul W. ...
...
...
Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.