

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
MOTOR TRANSIT COMPANY for an order)
authorizing applicant to abandon its)
automobile stage line service for the) Application No.13114
transportation of passengers, their)
baggage and express, between the cities)
of Chino and Corona, California.)

BY THE COMMISSION -

OPINION and ORDER

In this proceeding Motor Transit Company, a corporation, which operates an extensive automobile service for the transportation of passengers and property in territory contiguous to Los Angeles and San Bernardino and other cities in Southern California, seeks authority to discontinue its service between the cities of Chino and Corona.

The service sought to be abandoned was established under authority of the Railroad Commission in its Decision No.10342, dated April 21, 1922, granting to Motor Transit Company a certificate of public convenience and necessity under which to transport passengers and property between Pomona and Corona, via Chino. The operating right was further validated and defined by the Commission in its Decision No.13454, dated April 22, 1924, and issued on Application No.8454.

It is claimed by applicant that ever since the inception of the service efforts have been made to build up a volume of traffic between Chino and Corona which would justify continued operation of the service. These efforts have not met with success, according to the instant application, and it is to avoid continuance of considerable pecuniary loss that Motor Transit Company now seeks authority to end its service at Chino. In this connection applicant says that the volume of business on its line between Chino and Corona has

steadily decreased; that experience has demonstrated that there is no community of interest between Corona, Chino and Pomona; that there is no public need or necessity for the operation of the stage service for which authority to abandon is herein sought.

Supporting its claim as to pecuniary loss sustained by the company as a result of operation of service between Chino and Corona, applicant quotes from its travel record for the month of July, 1926, which month, it is declared, is fairly typical of ^{its} average experience in the operation of the line between Chino and Corona. This record shows that in July, 1926, the company operated between Chino and Corona a total of 1117.2 car miles and handled in the operation a total of 113 passengers, receiving for the service ^a revenue of \$57.60. In the same period the income for transporting express totaled \$12.45, a gross income of \$70.05 for the month.

As to the effect abandonment of the service as proposed will have on the traveling public, applicant points out that the total volume of passenger traffic moving between Chino and Corona is small; that nearly all the persons using the service own or have available private automobiles. It is further pointed out that the traveling public in and about the city of Corona has the choice of three passenger, baggage and express common carriers between Corona and Los Angeles (Pickwick Stages System, Santa Fe Railway and Pacific Electric Railway) by means of which the journey between Los Angeles and Corona may be made as quickly, cheaply and conveniently as over the line of applicant, via Chino.

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

IT IS HEREBY ORDERED that the above entitled application be, and the same hereby is granted, subject to the following condition:

That Motor Transit Company shall immediately withdraw rates and time schedules covering service between Chino and Corona now on file with the Railroad Commission.

Dated at San Francisco, California, this 21st day of September.

1926.

W. B. Brundage
C. Jensen
Emmett
Leon Whittell
Frank R. Rutter
COMMISSIONERS.