

Decision No. 27104

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
MOTOR TRANSIT COMPANY, a corporation,
for permission to resume operation on
its line from Pasadena to Pomona via
Monrovia, and to make certain changes
in route.) Application No. 19618

BY THE COMMISSION -

OPINION and ORDER

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Motor Transit Company, applicant herein, was authorized by Decision No. 24761, dated April 11, 1932, on Application No. 17809, to suspend its motor coach operation between Pasadena and Pomona, via Monrovia, due to lack of patronage. Such service actually was suspended May 11, 1932. Applicant now advises the Commission that it has received sufficient demand to restore this service, with slight changes in the routing, which changes do not eliminate any of the points heretofore served. Because of the rerouting, Monrovia and Glendora will be served by diversion to their business centers. Applicant proposes to continue the same or lower rates as prevailed at the time of suspension. (Exhibits A and C). The proposed time schedule calls for six trips each way daily.

Additional reason for the resumption is approaching need for service to and from the Santa Anita race track of the Los Angeles Turf Club. Applicant has maintained other schedules over this route, originating at Los Angeles and terminating at Pomona or east thereof during the period of suspension.

This is a matter in which a public hearing appears unnecessary. The application will be granted.

IT IS HEREBY ORDERED that Motor Transit Company, a corporation, be and it hereby is authorized to resume service with motor coaches for the transportation of passengers, their baggage and express between Pasadena and Pomona, via Monrovia, over and along the following route:

Commencing at Pasadena Depot, Union and Fair Oaks, west on Union to Delacy, south on Delacy to Colorado, east on Colorado to Huntington Drive, east on Huntington Drive through Arcadia to Primrose Street, Monrovia; north on Primrose to Orange, east on Orange to Myrtle, south on Myrtle to Huntington Drive, east on Huntington Drive into Foothill Boulevard, Foothill Boulevard through Azusa to Michigan Avenue, Glendora; south on Michigan Avenue to Ade Avenue, east on Ade Avenue to Glendora Avenue, south on Glendora to Alostia Avenue (Highway 66). East on Alostia to Foothill Boulevard, east on Foothill Boulevard to San Dimas Avenue, south on San Dimas Avenue to First Street, San Dimas, west on First Street to Monte Vista, south on Monte Vista to Bonita Street, east on Bonita Street to Third Street, La Verne, East on Third Street to Lincoln Avenue, south on Lincoln Avenue to La Verne Avenue, east on La Verne Avenue to Carey Street (Pomona) south on Carey Street to Third Street, west on Third Street to Main Street to depot at Third and Main Streets.

and according to the time schedules and tariffs shown in Exhibits B and C, attached to the application; provided applicant shall post notices at its stations in Pasadena, Monrovia, Glendora, Claremont and Pomona at least one (1) day prior to such resumption of service and shall file said tariffs and time schedules with the Commission on one (1) day's notice to the Commission before such effective date.

Dated at San Francisco, California, this 29th day of September, 1934.

Leon A. White
W. H. Carr
W. B. Harris
Walter Moore
COMMISSIONERS.