

Decision No. 27469.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of Motor Transit Company, a cor-
poration, for permission to aban-
don service between Pomona and
Chino, California.

Application No. 19531.

C. W. Cornell, for Applicant.

Elmer Ahl, for Keystone Express System,
Interested Party.

BY THE COMMISSION:

O P I N I O N

Motor Transit Company filed the above entitled appli-
cation, seeking authority to discontinue motor coach service for
the transportation of passengers, baggage and express between
Pomona, in Los Angeles County, and Chino, in the County of San
Bernardino.

A public hearing on said application was conducted by
Examiner Gorman at Pomona, on September 12th, 1934, at which time
the matter was duly submitted.

Applicant now operates a motor coach service between
Pomona and Chino for the transportation of passengers, baggage
and express, over and along the following route:

From Pomona - Leaving Motor Transit Depot, east
on 3rd Street to Gary Street, south on Gary Street to
Philadelphia Street, east on Philadelphia to East End,
south on East End to Riverside Drive, east on Riverside
Drive to Sixth Street, south on Sixth Street to Chino,
entering Chino on Sixth Street to "D" Street, north on
"D" Street to 7th Street, east on 7th Street to Post
Office, continuing east of 7th Street to Chino Road,
south on Chino Road to 5th Street, thence into driveway
of S. P. Depot, leaving S.P. Depot to 5th Street and
west on 5th Street to "D" Street, north on "D" Street to
agency, thence west on Sixth Street and regular route to
Pomona.

The certificate of public convenience and necessity for said service was granted by this Commission's Decision No. 13454, dated April 22nd, 1924, on Application No. 8454, and Decision No. 18749, dated August 25th, 1927, on Application No. 11502.

Applicant alleged that public convenience and necessity no longer requires the operation of said line and that operating revenues are insufficient to meet the out-of-pocket cost of operation. The main source of revenue for this line was that derived from the transportation of mail; however, on June 30th, 1934, applicant lost the mail contract with the United States Government so that at the present time the line is not earning out-of-pocket operating expenses.

The financial results of operation of said line are as follows:

	<u>1931</u>	<u>1932</u>	<u>1933</u>	<u>1934</u>
	<u>Jan.&Feb. excluded</u>	<u>Jan.&Dec. excluded</u>	<u>Feb.&Mar. excluded</u>	<u>Jan.to July inclusive</u>
Passenger revenue	\$720.02	\$362.93	\$307.24	\$240.35
Mail revenue	980.40	883.43	890.29	571.08
Express revenue	35.54	69.45	67.80	69.63
Total operating revenue	<u>\$1,735.96</u>	<u>\$1,315.81</u>	<u>\$1,265.33</u>	<u>\$881.06</u>
Operating expenses (Out-of-pocket)	<u>1,420.41</u>	<u>1,145.09</u>	<u>1,034.60</u>	<u>736.03</u>
Net income-Motor coach operations	\$315.55	\$170.72	\$230.73	\$145.03
Taxes assignable	125.86*	55.92	53.78	37.45
Motor coach operating income	<u>\$189.69</u>	<u>\$114.80</u>	<u>\$176.95</u>	<u>\$107.58</u>

*Gas tax for year 1931 reported as "Taxes," other years included with gasoline reported under "Fuel for power."

It may be readily noted from the above tabulation that the exclusion of mail revenue would result in an out-of-pocket loss for 1934 of approximately \$900.

A traffic check, taken during the period January 1st to July 31st, 1934, shows an average of 1.5 passengers per trip. Prior to July 9th, 1934, applicant operated three round trips daily between Pomona and Chino, a distance of 6.5 miles; however, as a result of the loss of the mail contract, the service was reduced to one round trip daily, which service still does not earn sufficient to pay out-of-pocket operating expense. There appears to be no prospect of any changed conditions in the territory served by said line which would result in increased passenger traffic in the reasonable future.

No one appeared at the hearing in protest to the granting of this application.

After carefully considering all of the evidence in this proceeding, we are of the opinion and hereby conclude that the motor coach service herein proposed to be discontinued is not justified by the patronage offered by the travelling public, in that the amount of revenue, in comparison to operating costs, places an undue and unwarranted burden on applicant and its patrons in the continued maintenance of said unprofitable motor coach service.

O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that Motor Transit Company is hereby authorized to discontinue its motor coach service for the transportation of passengers, baggage and express between Pomona, in the County of Los Angeles, and Chino, in the County of San Bernardino, as authorized by this Commission's Decision No. 13454 and Decision No. 19749, and to cancel, in conformity with the

rules of this Commission, all time schedules and rate tariffs for said service, subject to the following conditions:

- (1) Applicant shall afford the public at least ten (10) days' notice of such discontinuance of service, by posting suitable notice in all busses operating on said line.
- (2) Applicant shall notify the Commission, in writing, within thirty (30) days after said discontinuance has become effective.
- (3) If said service has not been discontinued within one (1) year from the date of this order, the authorization herein granted shall lapse and become void unless further time is granted by subsequent order.

IT IS HEREBY FURTHER ORDERED that this Commission's Decisions Nos. 13454 and 18749 be and the same are hereby amended to the extent of eliminating therefrom any certificate of public convenience and necessity granting applicant authority to operate motor coach service between Pomona and Chino.

For all other purposes the effective date of this order shall be ten (10) days from and after the date hereof.

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

Iron Whidby

W. J. Linn

M. B. Harris

W. A. H. H. H.

Stuart R. Jewell

Commissioners.