

Decision No. 30786

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
MOTOR TRANSIT COMPANY, a corporation,) Fifth Supplemental
for an in lieu certificate of public) Application No. 20948
convenience and necessity.)

C. W. CORNELL, for Applicant.
E. T. LUCY, for Atchison, Topeka & Santa
Fe Railway, Interested Party.
WALDO WILLEOFT, for the city of Colton and
the Colton Chamber of Commerce.

RILEY, Commissioner:

FOURTH SUPPLEMENTAL OPINION

Motor Transit Company, a corporation, filed the above entitled application seeking authority from this Commission to suspend its automotive common carrier service between Colton and Ontario via an alternate route via Bloomington as heretofore authorized by Decision No. 29660.

A public hearing in this matter was had on January 25, 1938, in Los Angeles, where the matter was submitted and is now ready for decision.

The service proposed to be suspended is that of Motor Transit Company being operated along Colton Avenue as an alternate route between Ontario and Colton via Bloomington, a distance of approximately twenty-three miles. Applicant alleged that the service along the alternate route via Bloomington is now and has, for some time past, been operated at a substantial out-of-pocket loss and there is no immediate prospect for improvement in the earnings of said line.

The record shows that based on a 307-day period of operation the company sustained a loss of approximately \$3,100.

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It was further shown that the one round-trip schedule maintained daily except Sunday averaged approximately twenty-five passengers per month westbound and approximately thirty passengers per month eastbound. These figures represent the traffic for the entire operation between San Bernardino and Ontario. Revenue per mile both eastbound and westbound for this period averaged from 0.4 cents to 1.9 cents per bus mile.

The record further discloses that the passenger revenue on that portion of the line operated between Colton and Ontario, and not including either point for November and December of 1937, amounted to 0.2 cents per bus mile westbound and 0.3 cents per bus mile eastbound. During November a total of five passengers was transported westbound and fourteen eastbound. For December the figures showed eight passengers westbound and ten passengers eastbound. During the year 1935, applicant experimented with a more frequent service along Colton Avenue, however, the experiment proved unsuccessful.

All points involved except those intermediate between Colton and Ontario (excluding those points) are served by the Los Angeles-Pomona-Riverside-San Bernardino and Redlands Line of applicant. Bloomington is served by the Pacific Electric Railway Company.

After carefully considering the record in this matter, I am of the opinion that the application should be granted.

I recommend the following form of order.

FOURTH SUPPLEMENTAL ORDER

IT IS HEREBY ORDERED that Motor Transit Company be and it is hereby authorized to suspend for a period of six (6) months from the effective date of this order all its common carrier automotive operations between Colton and Ontario via Bloomington over and along the following route:

"From the intersection of "A" Street and Bon View Avenue near the east city limits of Ontario, via U. S. Highway No. 99 (Colton Boulevard) through Guasti and Bloomington, thence via "I" Street to Eighth Street, connecting with route from Riverside to San Bernardino at the intersection of Eighth and "I" Streets, Colton."

subject to the condition that Motor Transit Company shall file, on at least ten (10) days' notice to the Commission and the public a time schedule and a supplement to its tariff showing suspension of service as herein authorized and that Motor Transit Company shall, further, post in its buses a notice, at least ten (10) days prior to the effective date of this order, advising the public that the service has been suspended and, provided further, that said Motor Transit Company shall, on or before the expiration of the period of suspension herein authorized, resume service over this line or relinquish the operating right therefor.

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

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 18th day of April, 1938.

Walter S. Moore
John C. ...
James R. ...
Paul ...
Paul H. ...
COMMISSIONERS.