

DECISIONS OF

The Public Service Commission

OF THE

COMMONWEALTH OF PENNSYLVANIA

September 10, 1929 to May 11, 1931

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HARRISBURG, PENNSYLVANIA

1931

IT IS FURTHER ORDERED: That Sidney P. Jones, trading as Lackawanna Trucking Company, his agents, servants, and employes, forthwith cease and desist from operating a motor vehicle, or motor vehicles, as a common carrier of freight within the Commonwealth of Pennsylvania, unless and until he shall have obtained from the Commission a certificate of public convenience in approval thereof, in accordance with the provisions of the Public Service Company Law.

APPLICATION OF DELAWARE, LACKAWANNA AND
WESTERN RAILROAD COMPANY

APPLICATION DOCKET No. 22396

Service—Discontinuance—Stations—Change to non-agency.

The Commission approved the withdrawal of a station agent from a station serving a small community where revenues of the railroad had steadily decreased and the public would not be unreasonably inconvenienced thereby.

G. W. Morgan for Applicant.

Kelly, Balentine, Fitzgerald & Kelly for Borough of Elmhurst.

REPORT AND ORDER BY THE COMMISSION, *January 20, 1931*:

Application is made by The Delaware, Lackawanna and Western Railroad Company for permission to discontinue the maintenance of an agent at its station at Elmhurst, Lackawanna County. The application is protested by the Borough of Elmhurst.

The territory served by the station is a general rural community about ten miles east of Scranton and has a population of about 800. Shipments consist principally of mill products,—coal, stone, sand and general merchandise. Under the present arrangement all incoming and outgoing shipments are taken care of by the station agent.

Upon the withdrawal of the agent, the company proposes to employ a caretaker to keep the station opened, heated and lighted, when necessary, for the convenience of passengers; the caretaker to be at the station during specified hours of the day to take care of inbound and outbound less than carload freight and express shipments. The accounting matters in connection with freight shipments at Elmhurst will be handled at Moscow, 2.3 miles distant. Passengers from Elm-

hurst may pay their fares on the train without excess charge, and their baggage will be checked by trainmen to destination.

The applicant submitted an exhibit showing revenues derived from freight, demurrage, storage and baggage from January 1927 to the first six months of 1930, and although the population of the borough increased 130%, between 1920 and 1930, the revenue of the railroad has shown a steady decrease in the past 3½ years.

Upon consideration of all the facts and circumstances disclosed of record, the Commission is of opinion and finds that the change of applicant's station from an agency to a non-agency station will not unreasonably inconvenience the local residents, but will be proper for the accommodation and convenience of the public; **THEREFORE,**

NOW, to-wit, January 20, 1931, IT IS ORDERED: That permission is hereby given to The Delaware, Lackawanna and Western Railroad Company to discontinue the maintenance of an agent at its station at Elmhurst, Lackawanna County.

READING TRANSIT COMPANY

v.

CENTRAL TAXICAB COMPANY

COMPLAINT DOCKET No. 8501

Motor carrier—Taxicabs—Transporting school children.

A taxicab company which makes a practice of calling for certain school children and taking them to and from school is not violating the terms of its certificate.

S. P. Light for Complainant.

Randolph Stauffer for Respondent.

REPORT AND ORDER BY THE COMMISSION, January 20, 1931:

The Reading Transit Company by complaint alleges that respondent, the Central Taxicab Company, which holds a certificate of public convenience for the rendition of call and demand service in the City of Reading and vicinity, has engaged in both scheduled and group and