

Decision No. 38698

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of ASBURY)
RAPID TRANSIT SYSTEM, a corporation, for)
authority to abandon for the duration of)
the present war emergency that portion of)
its Pasadena-Hollywood-Ocean Park Division)
between Marshfield Way and La Brea Avenue)
on the one hand, and that section of the)
city of Santa Monica generally known as)
Ocean Park, on the other hand.)

ORIGINAL

Application No. 25146
3rd Supplemental

THIRD SUPPLEMENTAL OPINION AND ORDER

(1) The Commission, on January 3, 1945, issued its Decision
No. 37588, authorizing the applicant, Asbury Rapid Transit System, to
discontinue to January 1, 1946, motor coach service for that portion
of its Pasadena-Hollywood-Ocean Park Division between the inter-
section of Marshfield Way and La Brea Avenue in the city of Los
Angeles, on the one hand, and Ocean Park, on the other hand, over a
specified route. The temporary discontinuance was the third which
had been granted during the period October 1942 to December 1944. In
each case the reasons assigned were a lack of patronage and a desire
to conserve rubber, manpower and equipment during the war period.

Applicant states that the only change in conditions is the
cessation of hostilities and the discontinuance of gasoline rationing.
It is alleged that these changes have had no effect upon the number
of passengers using the service. The discontinuance of gasoline
rationing appears to have so increased the amount of vehicular traffic
that it has been necessary to put additional buses in the service to
maintain scheduled leaving time from the termini. Applicant claims it
has on order ten new motor coaches upon which delivery is expected
late in 1946.

(1) Second Supplemental Application No. 25146.

Applicant further states that a reasonably firm connection is made between Pacific Electric Railway service between Ocean Park, Santa Monica, and other points intermediate to Hollywood with applicant's service from Hollywood to Pasadena and all intermediate points.

In view of these circumstances applicant requests a further continuance of the suspension of the service for a period of twelve months. We believe a further suspension of six months will be appropriate, and that applicant should then be in a position to know whether or not the service should be resumed. Accordingly, the order will so provide. A public hearing is not necessary.

Good cause appearing, therefore,

IT IS ORDERED:

(1) That Asbury Rapid Transit System is hereby authorized to further suspend to July 1, 1946, the motor coach service referred to in the foregoing opinion.

(2) That applicant shall comply with and observe the following service regulations:

- a. Applicant shall comply with General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, amendments to his present tariffs and time tables reflecting the authority herein granted, within 60 days from the date hereof and upon not less than 1 day's notice to the Commission and the public.

- a. Said service may be resumed only upon notice to the Commission of not less than 1 day prior to the expiration of the period of suspension herein specified or of such extension thereof as may be hereafter granted by further order, or prior to the restoration of such service, if restored before the expiration of said period of suspension; and upon compliance with the provisions of General Order No. 79 and Part IV of General Order No. 93-A.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 19th
 day of February, 1946.

Howard Radner

J. M. Brown

James H. ...

Harold P. Hull

COMMISSIONERS