

ORIGINALDecision No. 41817

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
 LOS ANGELES TRANSIT LINES for authority)
 to discontinue and abandon passenger) Application No. 29360
 service on Griffith Avenue Motor Coach)
 Line No. 33.)

Gibson, Dunn & Crutcher, by Frank L. Mallory, and Stanley M. Lanham, for applicant.

O P I N I O N

Authority is requested herein to discontinue and abandon applicant's Griffith Avenue Motor Coach Line No. 33 and to cancel all fares, rules, regulations, and schedules filed thereon.

Pursuant to authority granted by this Commission in Decision No. 38806, dated April 2, 1946, on Application No. 19179, 62nd Supplemental, the applicant has, since June 30, 1946, been operating its Griffith Avenue Motor Coach Line No. 33 over the following described route:

Commencing at the intersection of 12th Street and Stanford Avenue, thence via 12th Street, Paloma Street, Pico Boulevard, Stanford Avenue, 14th Street, Griffith Avenue, Jefferson Boulevard, McKinley Avenue, 42nd Street, McKinley Avenue, 43rd Place, Wadsworth Avenue, and Vernon Avenue to McKinley Avenue.

Return via McKinley Avenue, 42nd Street, McKinley Avenue, Jefferson Boulevard, Griffith Avenue, 14th Street, and Stanford Avenue to 12th Street, the point of commencement.

At the hearing, testimony was presented indicating that the operations over the route proposed to be abandoned have not proved profitable. The passenger revenue for the first three months of 1948 has amounted to 12.2 cents per mile and, during the same period, the total out-of-pocket costs have amounted to 33.38 cents per mile. This has resulted in a loss, for the three-months' period, of \$2,052.97. Further testimony showed that the receipts, in cents per mile, have shown no tendency toward increasing since July of 1946. The number of passengers riding the line under consideration on representative days is shown to be as follows:

<u>Total Passengers Northbound</u>		<u>Total Passengers Southbound</u>	
Nov. 1, 1946	130	Nov. 1, 1946	114
April 23, 1948	119	April 23, 1948	111

The service has been operated as a motor bus service since June 30, 1946, daily except Sundays. Schedules have been maintained on a half-hour frequency from 6:30 a.m. until 6:00 p.m. The testimony indicated that the passengers who used this service were largely composed of occasional riders. There is existing service in the area which can be used should this line be discontinued. The applicant company operates its S line, a street railway line which traverses Avalon Boulevard and San Pedro Street, and also trolley coach line 73, which traverses Central Avenue. According to the testimony, Central Avenue and Avalon Boulevard, at the intersection of Vernon Avenue, are a half mile apart. At other points along the route the distance is less. In other words, the passengers now using the Griffith Avenue service will be within a quarter of a mile of the existing service of the trolley coach line 73 or the rail line S. It should also be pointed out that,

according to the testimony, rail line S and trolley coach line 73 operate on very frequent headways, varying from 2.2 minutes to 6 minutes.

The required notice was published and posted by the applicant and evidence thereof was received as Exhibit No. 1.

There were no protests at the hearing and it was pointed out that the application has been approved by the Department of Public Utilities and Transportation of the City of Los Angeles. This action was taken at the Department's meeting on June 18, 1948.

In view of this record, and upon this showing, the application will be granted.

O R D E R

Application as above entitled having been filed, and the Commission being fully advised in the premises,

IT IS ORDERED that applicant herein be, and it hereby is, authorized to discontinue and abandon its Griffith Avenue Motor Coach Line No. 33 as follows:

Commencing at the intersection of 12th Street and Stanford Avenue, thence via 12th Street, Paloma Street, Pico Boulevard, Stanford Avenue, 14th Street, Griffith Avenue, Jefferson Boulevard, McKinley Avenue, 42nd Street, McKinley Avenue, 43rd Place, Wadsworth Avenue, and Vernon Avenue to McKinley Avenue.

Return via McKinley Avenue, 42nd Street, McKinley Avenue, Jefferson Boulevard, Griffith Avenue, 14th Street, and Stanford Avenue to 12th Street, the point of commencement.

IT IS FURTHER ORDERED that applicant be, and it hereby is, authorized to cancel all fares, rules, regulations, and schedules applying to its Griffith Avenue Motor Coach Line No. 33.

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

Dated at San Francisco, California, this 7th day of July, 1948.

R. T. Anderson

Justin F. O'Brien

Walter F. Powell

Harold P. Hale

Herbert Lott

COMMISSIONERS