

Decision No. 44687

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
 of ASBURY RAPID TRANSIT SYSTEM, a
 corporation, for authority to abandon
 the operation of its presently author-
 ized service for the transportation
 of passengers, baggage, express, and
 freight between Los Angeles and Pasa-
 dena, on the one hand, and Mount Wilson,
 on the other hand.) Application No. 30901

Rodney F. Williams for applicant. C. A. Soothill for
 the Board of Public Utilities and Transportation of the City of
 Los Angeles; interested party. J. B. Knight for National Broad-
 casting Company; Mrs. O. H. Strickland and Mrs. Roger Brassard,
 residents at Mt. Wilson, protestants.

O P I N I O N

Applicant has operated a "passenger stage" service
 between Los Angeles and Pasadena, on the one hand, and Mt. Wilson,
 on the other hand, since 1926 (Decision No. 17544)⁽¹⁾. At
 present one round trip daily is scheduled. Baggage, express,
 and mail are also transported on this line. The round-trip dis-
 tance from Los Angeles is seventy-three miles. Local service is
 restricted between Los Angeles and Pasadena, and between Pasadena
 and termination of Haskell Avenue (now a portion of Angeles Crest
 Highway), north of Foothill Boulevard.

Applicant requests authority to abandon said service,
 which is designated as the Los Angeles-Pasadena-Mt. Wilson
 Division.

(1) Decisions pertaining solely to this prescriptive operating
 right are Nos. 10121, 16455, 27838, 29085, 31111, 32411,
 36256, 39238. Decisions pertaining to this operating right
 and other rights and matters are Nos. 17544 and 32331.

A public hearing was held in Los Angeles on May 18, 1950. Oral and documentary evidence having been adduced, the matter was submitted for decision.

The record shows that, for the period from November, 1949, to April, 1950, the monthly analysis of passengers carried, miles operated, and revenues, was as follows (Exhibit No. 2):

	<u>Passen- gers</u>	<u>Miles</u>	<u>Passenger Revenue</u>	<u>Express Revenue</u>	<u>Mail Revenue</u> (2)
Nov., 1949	247	2,190	\$ 281.05	none	
Dec., 1949	150	2,263	163.35	1.00	
Jan., 1950	217	2,263	235.75	1.00	\$ 99.01 Avg.
Feb., 1950	211	2,038	227.60	none	99.01 "
Mar., 1950	243	2,251	222.20	none	99.01 "
Apr. 1950	251	2,152	263.10	.50	

For the week of May 9 to May 15, 1950, inclusive, the average daily number of passengers, miles operated, and revenue, was as follows (Exhibit No. 3):

Passengers carried	8.18
Passenger revenue	\$9.53
Miles operated (one round trip)	73
Revenue per passenger (in cents)	115.01
Passengers per mile	0.11
Revenue per mile (in cents)	13.1
(exclusive of mail revenue)	
Mail revenue (estimated)	\$3.30
(not shown in Exhibit No. 3)	

Applicant received a gross daily revenue of approximately \$12.83 for the said period. Applicant's manager and vice president in charge of operations testified that figures shown in Exhibits Nos. 2 and 3 are fairly representative of the operation throughout the year; that drivers' wages alone amount to \$12.60 per day, or 17¢ per mile; that the system operating costs are approximately 38¢ per

(2) The approximate monthly average from U. S. Mail contract is \$99.01 per month. Evidence was available at the time of hearing for only the three-month period shown for which period applicant received \$297.04.

mile; that per-mile operating costs are higher on this division because of the nature of the terrain traversed; that applicant's revenues have not increased materially since the establishment of television and "FM" stations on Mt. Wilson; that the construction of the new high-speed highway has had an adverse effect on applicant's passenger business.

Protestants, one an employee of the National Broadcasting Company, and two residents at Mt. Wilson, were principally concerned with the continuation of the express and mail service. They did not present any evidence in contradiction of applicant's testimony, except that on cross-examination of applicant's manager it appeared that the carrier has not been particularly diligent in seeking new business for the line. There was no evidence offered that would justify an expectation of materially higher passenger or express revenue.

Having fully considered the evidence of record we find the facts to be as hereinabove set forth, and it appearing that the discontinuance of said service is justified, the application will be granted.

O R D E R

A public hearing having been held in the above-entitled matter, the Commission being fully advised in the premises, and good cause appearing,

IT IS ORDERED:

(1) That Asbury Rapid Transit System, a corporation, be, and it hereby is, authorized to discontinue and abandon its passenger

stage service between Los Angeles and Pasadena, on the one hand, and Mt. Wilson, on the other hand, known also as its Los Angeles-Pasadena-Mt. Wilson Division, subject to the following condition:

Applicant shall give not less than ten (10) days' notice of abandonment to the public by posting plainly visible notices at principal stations and loading points and on all buses operated on the Los Angeles-Pasadena-Mt. Wilson Division.

(2) That the prescriptive or "grandfather" operating right, and all decisions of this Commission, so far only as they pertain to the operation of said Mt. Wilson "passenger stage" service, be, and they hereby are, annulled and revoked.

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

Dated at San Francisco, California, this 15th day of August, 1950.

R. Z. [Signature]
Justice F. Calver
[Signature]
Harold P. Kile
[Signature]
Kenneth H. Potter
COMMISSIONERS