

ORIGINAL

Decision No. 44733

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 its motor coach trans-)
portation service as a common)
carrier for compensation between)
San Fernando, on the one hand, and)
the General Motors Plant, located)
in that section of the City of Los)
Angeles known as Van Nuys, on the)
other hand, and all intermediate)
points.)

Application No. 31365

Rodney F. Williams, Don E. Campbell, and Thomas Arnott,
for applicant; M. E. Gainder for Department of Public Utilities
and Transportation of the City of Los Angeles, interested party.

O P I N I O N

By Decision No. 41612, on Application No. 28601,
applicant was authorized to operate a passenger stage service
between the city of San Fernando and the General Motors Plant
located on Van Nuys Boulevard. The service was primarily
authorized to meet the needs of persons employed at the auto
plant.

Asbury Rapid Transit System now seeks authority to
discontinue said service.

A public hearing was held in Los Angeles on
August 17, 1950.

The evidence shows that the service has not paid
"out-of-pocket" costs since its inception. Drivers' wages

alone are \$15.60 per day. Gross daily revenue for the week of April 17 to 22, 1950, averaged \$16.51. Revenue per passenger averaged nine cents, and the revenue per mile in ~~both~~ ~~directions~~ was \$12.9. The daily average number of passengers carried in both directions was approximately 186, and, of this number, approximately 54.5 were school children transported on one inbound and one outbound trip. Ten schedules daily are operated, the remaining nine schedules averaging less than six passengers per trip. A large percentage of the present patrons, including the students, have other transportation available within a reasonable walking distance.

Applicant's general manager and vice president testified that the revenue received the week of April 17 to 22 was representative of the school-year period. For the week of August 7 to 12, a nonschool week, the daily gross revenue average was \$9.12.

The city of San Fernando and the General Motors Corporation were each served with a copy of the application, and the city was furnished additional information concerning the operation. No communication has been received by this Commission from either of said parties, and no appearances have been made. The city of Los Angeles has considered applicant's proposal, and does not oppose the application. There are no protestants.

As the principal need for this service no longer exists, and applicant having shown that the service cannot be operated upon a compensatory basis, the Commission is of

the opinion, and finds, that it is no longer in the public interest to require that the operation be continued, and, therefore, the application will be granted.

O R D E R

A public hearing having been held, 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 the operation of the passenger stage service between the city of San Fernando and the General Motors Plant in the community of Van Nuys, as authorized in Decision No. 41612, dated May 18, 1948.

(2) That applicant shall give not less than ten (10) days' notice of discontinuance of said service by posting plainly visible notices at terminals of said line and on all buses used in the operation of said service.

(3) That, except as herein authorized, Decision No. 41612 shall remain in full force and effect.

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

Dated at San Francisco, California, this 29th
day of August, 1950.

R. Z. Anderson
Justice Z. Anderson

Harold J. Kuber

Penelope Potter
COMMISSIONERS