

ORIGINAL

Decision No. 45093

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 common carrier service) Application No. 31792
for the transportation of passen-)
gers between the intersection of)
Colfax Avenue and Riverside Drive)
in North Hollywood and Lockheed B-1)
plant in Burbank.)

Rodney F. Williams and Thomas Arnott for applicant.
Melvin E. Gainder for the Board of Public Utilities and Trans-
portation of the City of Los Angeles, and Donald C. Skone-Palmer
for the International Association of Machinists, interested
parties.

O P I N I O N

Applicant is now operating a passenger stage service between the intersection of Colfax Avenue and Riverside Drive in the City of Los Angeles, and the Lockheed B-1 aircraft plant in the City of Burbank. This service is part of a line first established in the war years. The route was recently modified and rescheduled in order to continue to provide transportation service principally for factory and office workers residing along a portion of the original route.

Applicant's operating experience since May of this year has been so unsatisfactory that it seeks authority to abandon the entire line.

A public hearing was held in Los Angeles on November 20, 1950. Evidence having been adduced, the matter was submitted for decision.

The record shows that very few passengers use the service ⁽¹⁾. Evidence offered by applicant shows traffic data, in part, as follows (Exhibit No. 4):

<u>Month</u>	<u>Total Revenue</u>	<u>Total Passengers</u>	<u>Total Mileage</u>	<u>Pass. Per Mi.</u>	<u>Cents Per Pass.</u>	<u>Cents Per Mi.</u>
April	\$ 509.72	4419	7596.6	0.58	11.5	6.7
May	390.17	3887	5303.0	0.73	10.0	7.3
June	314.48	3035	4525.2	0.61	10.3	6.9
July	299.43	2628	4327.6	0.60	11.3	6.9
Aug.	392.99	3380	4660.2	0.72	11.6	8.4
Sept.	420.07	3643	4315.0	0.84	11.5	9.7
Oct.	503.16	4359	4482.7	0.98	11.5	11.2
TOTAL	2,830.02	25351	35210.3	0.72	11.2	8.0

It was testified that the system operating cost is approximately 40 cents per mile.

In order to provide service when most needed, applicant is required to begin its schedules to the plant at 6:10 a.m. The last schedule from the plant is at 5:00 p.m. Ten daily schedules, with approximately one hour headway, are provided. Two drivers are required to perform the service. The service as now operated was established in May, 1950. For the months June to October, inclusive, drivers' wages alone averaged \$727.35 per month. For the same months total revenue averaged \$386.02.

(1) The average number of passengers per trip for the months of June to October, 1950, inclusive, is approximately seven.

Although revenue, in cents per mile operated, increased from 6.9 cents in June, 1950, to 11.2 cents in October, the latter figure would have to be almost quadrupled in order to equal out-of-pocket operating expenses. The increase is attributable to the Korean war, and, although a further slight increase in revenue might be anticipated, it does not appear that a compensable operation can result.

Other less convenient public transportation facilities will be available to most of the present regular passengers.

This application has been considered and approved by the Board of Public Utilities and Transportation of the City of Los Angeles. The Burbank and North Hollywood Chambers of Commerce recommended approval of the application to said board. The City of Burbank and Lockheed Aircraft Corporation were given notice of the hearing, but did not enter an appearance.

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.

ORDER

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 the intersection of Colfax Avenue and Riverside Drive, in the City of Los Angeles, on the one hand, and the intersection of Empire Avenue and San Fernando Road, in the City of Burbank, on the other hand, known also as its Burbank (Lockheed B-1) to North Hollywood Line, 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 Burbank (Lockheed B-1) to North Hollywood Line.

(2) That the operative right heretofore granted by Decision No. 44026, on Application No. 30988, as amended by Decision No. 44183, and said decisions, are hereby revoked and annulled.

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

Dated at San Francisco, California, this 5th
day of December, 1950.

R. Z. [unclear]
Justin J. Craven
Joseph [unclear]
Harold [unclear]
Wesley [unclear]

COMMITTEEMEN