

ORIGINAL

Decision No. 46245

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SUNSET STAGES, a corporation, for)
 authority to temporarily suspend) Application No. 32633
 certain passenger service)
 presently operated by it near)
 the City of Manhattan Beach.)

Ratzer and Bridge by C. A. Bridge for applicant.
W. Wayne Brown, Mayor, and Clifford G. Petrie, City Manager,
 for the City of Manhattan Beach; Bruce M. Robertson for
 Manhattan Beach Chamber of Commerce; Herbert W. Johnson for
 Mid-Manhattan League; Mrs. Tilden Mattox for Manhattan Village
 Women's League; Tilden Mattox for Manhattan Beach Chamber of
 Commerce and Northeast Manhattan Home Owners Association;
Mrs. Anne E. Thomas for Manhattan Beach Property Owner's
 Association, and Frederic Swens, M. D., protestants.

O P I N I O N

By this application, Sunset Stages, a corporation,
 operating a passenger stage service between Redondo Beach
 and Inglewood and serving the intermediate cities of Hermosa
 Beach, Manhattan Beach and Hawthorne, seeks authority to
 suspend a local service now performed in the city of Manhattan
 Beach by its so-called Manhattan Beach Local Line which
 operates from Hermosa Beach to the intersection of Laurel
 Avenue (also known as Pacific Avenue) and Rosecrans Avenue
 and the intersection of Aviation Boulevard and Marine Avenue.

A public hearing was held at Manhattan Beach on
 September 14, 1951, before Examiner Chiesa. Oral and documen-
 tary evidence having been adduced, the matter was submitted
 for decision.

The evidence shows that authority to establish said service was granted in March, 1948, and February, 1951, by Decision Nos. 41290, 41354 and 45393.

Applicant commenced operations with an hourly schedule beginning at approximately 7:30 A.M. to approximately 8:00 P.M. but, due to the lack of patronage for the early-morning and late-evening schedules, soon curtailed the service to four morning trips and three afternoon trips. In June of this year the service was further curtailed, to reduce operating costs, to four hourly schedules beginning at 8:35 A.M.

The line has failed to develop the anticipated patronage. Exhibit No. 3 shows the monthly results of operation for the Manhattan Local Line for the period September, 1950, to July, 1951, to be as follows:

	<u>Operating Expenses</u>	<u>Operating Revenue</u>	<u>Operating Loss</u>
September 1950	\$ 731.98	\$ 403.47	\$ 328.51
October 1950	726.00	460.31	265.69
November 1950	681.36	403.25	278.11
December 1950	905.52	373.95	531.57
January 1951	717.13	409.47	307.66
February 1951	591.28	336.27	255.01
March 1951	611.84	434.42	177.42
April 1951	1,076.07	454.06	622.01
May 1951	750.77	449.99	300.78
June 1951	939.69	449.99	489.70
July 1951	<u>346.35</u>	<u>124.65</u>	<u>221.70</u>
	\$8,077.99	\$4,299.83	\$3,778.16

Exhibit B, filed with the application, shows the result of passenger checks made on five weekdays between May 29 and June 5, 1951. Only 17 one-way passengers were carried daily on the Laurel Avenue branch, or an average of 1.2 passengers per one-way trip, and 22 one-way passengers were carried daily on the Aviation Boulevard branch, or an average of 1.6 passengers per one-way trip.

The Laurel Avenue territory is well-populated, as are two areas along the Manhattan Beach Boulevard and Aviation Boulevard branch of said line. No satisfactory explanation for the lack of patronage was advanced. Some of the protestants blamed poor schedules and undependable service. After considering all the evidence we must conclude that applicant has given the operation a fair trial. As Manhattan Beach is a fast-growing residential community and several important additional subdivisions are in the process of completion in the same general area, it was suggested by protestants that the present service be continued, and in the meantime city, civic, and company representatives could probably get together on a new route that would be compensatory. However, in view of the substantial losses being incurred, we are of the opinion that applicant's request for a temporary suspension of service is justified.

It is to be noted that, except for residents along Laurel Avenue between 18th Street and 30th Street, a distance of approximately one-half mile, present patrons of the Manhattan Local Line will not be entirely deprived of

transportation. One of applicant's lines now operates along Rosecrans Avenue and Marine Avenue, and this service will provide transportation for persons living along the northern portion of the Laurel Avenue area and the northern portion of Manhattan Village, Manhattan Park and Liberty Village. Another of applicant's lines will continue to serve the southeastern portion of Liberty Village. Pacific Greyhound Lines operates a local service, between Santa Monica and Long Beach, which will serve Manhattan Village along Sepulveda Boulevard and the southern portion of the Laurel Avenue area along Manhattan Beach Boulevard. Said services are not an entirely satisfactory substitute for a good local line. In view of rapidly changing residential developments the establishment of a route which would be satisfactory both to the community and the operator appears to be a matter for future consideration.

Since there is the possibility of re-establishing a service on a more satisfactory basis to all concerned, applicant's request for suspension of the service will be granted upon the condition as hereinafter provided.

O R D E R

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

IT IS ORDERED:

(1) That Sunset Stages, a corporation, be, and it hereby is, authorized to suspend operation of its passenger stage

service for a period of one year from the effective date of this order over and along the following streets:

- (a) Manhattan Beach Boulevard between Highland Avenue and Aviation Boulevard.
- (b) Aviation Boulevard between Manhattan Beach Boulevard and Marine Avenue.
- (c) Laurel Avenue (sometimes known as Pacific Avenue) between Manhattan Beach Boulevard and Rosecrans Avenue.
- (d) Sepulveda Boulevard between Manhattan Beach Boulevard and Marine Avenue.

(2) That, unless applicant shall have re-established said service upon ten (10) days' notice to the Commission and to the public, or shall have re-established a modification of said service upon the further order of this Commission, on or before one year after the effective date of this order, Decisions Nos. 41290, 41354 and 45393 will be revoked and annulled.

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

Dated at San Francisco, California, this 2nd day of October, 1951.

R. J. D. [Signature]
President
Justus D. [Signature]
Harold [Signature]
[Signature]

Commissioners