

ORIGINALDecision No. 47147

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)	
of LOS ANGELES TRANSIT LINES for)	
authority to discontinue and)	Application No. 33124
abandon service on "Lockheed Motor)	
Coach Line" Routes 67-A and 67-B.)	

Max Eddy Utt and Stanley Lanham for applicant. James Carbray for United Steelworkers of America, C.I.O., Francis Russo for Cheli, United States Air Force, Specialized Depot, Fred R. Rogers for Kraft Foods Company, and Harry B. Miller; protestants. Chester P. Goertz, for Local No. 2058, C.I.O. Steelworkers, interested party.

O P I N I O N

Applicant is a California corporation operating motor coach services pursuant to certificates of public convenience and necessity granted by this Commission. By the instant application, Los Angeles Transit Lines seeks authority to abandon Route 67-A, over which service is performed from Pacific Boulevard and Slauson Avenue on the west, via Slauson Avenue to Eastern Avenue¹, and to abandon Route 67-B, over which service is performed from Santa Fe Avenue and Slauson

¹ Decision No. 34930, dated January 12, 1942, on Forty-second Supplemental Application No. 19179, as amended by Decision No. 37577, dated December 29, 1944, on Fifty-fifth Supplemental Application No. 19179.

Avenue on the west, via Slauson Avenue, Atlantic Boulevard,² and Anaheim-Telegraph Road to Eastern Avenue .

A public hearing was held before Examiner Rogers at Los Angeles on April 21, 1952, at which time the matter was submitted.

Prior to the hearing, notice thereof was posted in applicant's affected buses and terminals. The Board of Public Utilities and Transportation of the City of Los Angeles, the City of Maywood, and the City of Vernon, were notified of the hearing and entered no appearances. Five public witnesses appeared.

On behalf of the applicant, evidence was produced that, because of a progressive lack of patronage, service on the described routes has been curtailed to the point where, at the time of the hearing, only two round trips in the morning and one in the afternoon are made on Route 67-A, and one round trip in the morning and one in the afternoon are made on Route 67-B. With this curtailed service, ostensibly scheduled to meet the needs of employees of factories and of an Army Air Force installation on Bandini Boulevard, the out-of-pocket expenses of the applicant exceed the revenue by 31.66 cents per mile³. While these revenue and expense figures were not segregated between Route 67-A and Route 67-B, figures were presented showing that the average number of passengers carried per day in both directions over Route 67-A is 67, and on Route 67-B is 103 passengers⁴.

² Decision No. 36967, dated March 28, 1944, on Fifty-third Supplemental Application No. 19179.

³ Exhibit No. 3.

⁴ Exhibit No. 5.

If the service is discontinued along Route 67-B, other public transportation is available for all but a small portion thereof. Applicant's No. 55 line serves along Slauson Avenue from Pacific Boulevard to Heliotrope Circle, which is east of Atlantic Boulevard. Pacific Electric Railway Company serves along Atlantic Boulevard from Slauson Avenue to Anaheim-Telegraph Road and along Anaheim-Telegraph Road to its intersection with Olympic Boulevard. Both applicant and Pacific Electric Railway Company operate passenger services along Olympic Boulevard and Whittier Boulevard. Approximately one-quarter of a mile of the present Route 67-B will not be served either by Pacific Electric Railway Company or other lines of the applicant if service along this line is abandoned, and other services are available within less than one-quarter mile of any point thereon.

If service is abandoned along Route 67-A, the applicant will continue services on Slauson Avenue via its No. 55 line which ends at Heliotrope Circle, about one mile west of Eastern Avenue, the easterly terminal of that line. Holbrook Transportation Company has a passenger stage service starting at Pacific Boulevard and Randolph Street, two short blocks south of the present terminus of Route 67-A, which proceeds via Gage Avenue and Eastern Avenue to the intersection of Slauson Avenue and Eastern Avenue.

The only appearance in protest to the abandonment of service on Route 67-B was made by a representative of the United States Air Force Specialized Depot (formerly Air Corps

Ordnance Depot) located on Bandini Boulevard near Atlantic Boulevard in Maywood. He presented a petition, signed by approximately 72 employees, requesting the continuance of the service. He also stated that if the service were abandoned the depot would provide transportation for those employees, and that it has the equipment available.

While several witnesses appeared in opposition to the abandonment of service on Route 67-A, all except one dealt with generalities, such as the future needs of the public for transportation in the area of Slauson Avenue and Eastern Avenue. One witness, residing in Huntington Park and employed near Slauson Avenue and Eastern Avenue, presented a petition signed by 66 persons employed near that intersection, requesting the denial of the application. The witness stated that, in order to obtain these 66 signatures, he had solicited passengers traveling in both directions on the buses used on Route 67-A, during the period of April 15 to 18, 1952, and on one occasion secured the signatures of all passengers.

Upon full consideration of the record herein, we find that the lack of public use of Routes 67-A and 67-B as reflected by the low revenue per mile of operation, shows that these routes serve no substantial public convenience and necessity and their abandonment and discontinuance should be authorized. It will be so ordered.

ORDER

Application as above entitled having been filed with the Commission, a public hearing having been held thereon, and the Commission having found that the continued operation of Route 67-A and Route 67-B is not required by public convenience and necessity ✓ and that these abandonments should be authorized,

IT IS ORDERED:

(1) That Los Angeles Transit Lines, a corporation, be, and it hereby is, authorized to abandon and discontinue its passenger stage services (a) authorized by Decision No. 34390, dated January 12, 1942, on Forty-second Supplemental Application No. 19179, as amended by Decision No. 37577, dated December 29, 1944, on Fifty-fifth Supplemental Application No. 19179, and (b) authorized by Decision No. 36967, dated March 28, 1944, on Fifty-third Supplemental Application No. 19179.

(2) That the applicant be, and it hereby is, authorized to cancel all fares, rules, regulations, and schedules applying to said service so authorized to be abandoned by ordering paragraph numbered (1) herein.

(3) That for at least ten (10) days prior to the abandonment of service as herein authorized, applicant shall keep posted in each bus used in such service, and in its terminals used in connection with said service, notices stating when such discontinuance of service will be effective.

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

Dated at San Francisco, California, this 13th day of May, 1952.

[Signature]
President
[Signature]
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Commissioners