

Decision No. 47208**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 JUNE R. STEPHENS, dba STEPHENS )  
 TRANSPORTATION, to discontinue )  
 one bus route, to make alterations )  
 in the other route, and discontinue )  
 service after 7:00 P.M. week-days, )  
 and after 1:00 P.M. Sundays and )  
 Holidays. )

Application No. 33272

June R. Stephens and H. R. Stephens for  
applicant. J. Ralph Gray, Paul P. Paris, Mrs. G. Duff,  
W. L. Hanson, Mrs. Faye E. Brown, A. G. Brown,  
Mrs. P. C. Thorne, Glen Engles, Walter Anderson,  
protestants. Miss Ada Chase, Mrs. Marie L. Harris,  
Mrs. R. J. Rusconi, Perry La Pierre, Mrs. E. M. Ross,  
Mrs. Wright Eckersley, Mrs. Myrtle L. Jones,  
Mrs. Helen Chalmers, Mrs. Mary Eaton, Russ Davee,  
Walter Clist, Mrs. Duncan, Mrs. Ellen Beckler,  
and Mrs. William S. Daniel, interested parties.

O P I N I O N

By the application herein, June R. Stephens seeks authority to abandon and discontinue service over certain portions of her authorized routes, all in the City of Laguna Beach with the exception of service to Three Arch Bay on U. S. Highway 101-A south of the city, and to reroute other portions thereof.

A public hearing was held before Examiner Rogers in Laguna Beach on May 1, 1952, evidence was presented, and the matter was submitted. Notice of the hearing was published on April 22, 1952, in a semiweekly newspaper of general local

circulation and notices of the hearing were posted for more than ten days prior to the hearing in each of applicant's buses and terminals.

By Decision No. 38861, dated April 16, 1946, on Application No. 27136, H. R. Stephens and J. Frank Wharton were authorized as a passenger stage corporation to carry passengers, baggage and express incidental to the transportation of passengers between Laguna Beach, on the one hand (including local service in Laguna Beach), and Irvine and Three Arch Bay, on the other hand.

By Decision No. 41970, dated August 24, 1948, on Application No. 29563, H. R. Stephens and J. Frank Wharton were authorized to transfer the operative rights granted by Decision No. 38861 to June R. Stephens, the applicant herein.

The applicant's predecessors temporarily terminated services between Laguna Beach and Irvine, and between Laguna Beach and Three Arch Bay, after filing an amended timetable effective August 31, 1947. At the hearing herein, applicant's witness testified that no requests for service to Irvine had been received after its discontinuance, and for that reason the service had never been resumed. Applicant requested that this temporary discontinuance be permanently authorized. The record shows that public need and convenience do not require that the service between Laguna Beach and Irvine be continued and, therefore, its abandonment will be authorized.

On September 3, 1948, after the former owners were given permission to transfer Stephens Transportation to applicant herein, she filed revised timetables showing service on Sundays only between Laguna Beach and Three Arch Bay. The applicant requested authority to abandon this service entirely, but subsequent to the hearing, advised the Commission that she desired to continue this service.

By the application authority is sought to abandon service on High Drive, Den Street, Broadway, Park Avenue, St. Anns Drive, Wilson Street, Thalia Street, Temple Terrace, Oak Street, Catalina Street, Cress Street, Mountain Road, Calliope Street, and Bluebird Canyon Drive. Service is to be given as at present along Coast Boulevard (U. S. Highway 101-A) from the north city limits to the south city limits, to Three Arch Bay, and also along Monterey Drive and Gleneyre Street. With the exception of the addition of service along Hawthorne Road and High Drive in the northern part of the city, and along Gleneyre Street between its intersections with Thalia Street and Diamond Street, the proposed routes will traverse streets now used.

The present service along Coast Boulevard is half-hourly, all other is on an hourly basis. Under the proposal, all places would be served on a half-hourly basis on weekdays, and on an hourly basis from 7:30 A.M. to 1:00 P.M. on Sundays and holidays. The Sunday only trip to Three Arch Bay will be continued.

In support of her request, applicant showed that, with no allowance for depreciation of equipment and salary to management, the portion of the line sought to be abandoned cost \$197.44 in excess of the income during the year 1951<sup>(1)</sup>, and for the first three months of 1952, cost an average of \$4.42 more per day to operate than the gross receipts<sup>(2)</sup>. During the summer season of 1951, June, July and August, this portion of the line grossed only \$1.52 per day more than the actual cost of operation<sup>(3)</sup>. The Coast Boulevard portion of the service, taken by itself, shows a slightly better operating result. On this portion of the line, allowing nothing for depreciation and management, applicant's revenues exceed her expenses by \$7.25 on weekdays.

A count of passengers boarding and alighting from applicant's buses along the portion of the route proposed to be abandoned was made on April 25, 26, 28 and 29, 1952<sup>(4)</sup>. On High Drive an average of 10 persons per day boarded or alighted. High Drive is within a reasonable walking distance from the service on Monterey Drive which is to be continued. At Park Avenue and St. Anns Drive an average of 3-1/2 persons per day boarded or alighted, at Thalia Street and Wilson Street an average of 9-1/4 passengers per day boarded or alighted, and at Temple Terrace and Oak Street an average of 12-3/4 persons per day boarded or alighted from applicant's

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- (1) Exhibit No. 7.  
(2) Exhibit No. 6.  
(3) Exhibit No. 8.  
(4) Exhibit No. 6

buses. These latter three presently served points are the ones most distant from applicant's proposed rerouted service.

Numerous protests were voiced to the granting of the application and two petitions in opposition to the abandonment (5) were presented. None of the witnesses offered any evidence to refute the applicant's evidence that the service proposed to be abandoned is, and has been for over one year, losing money daily.

Upon the evidence of record herein, we are of the opinion and find that public convenience and necessity do not require that the applicant continue service as a passenger stage corporation on High Drive, Den Street, Broadway, Park Avenue, St. Anns Drive, Wilson Street, Thalia Street, Temple Terrace, Oak Street, Catalina Street, Cress Street, Carmelita Street, Mountain Road, Calliope Street and Bluebird Canyon Drive, and abandonment of service thereover will be authorized. The proposed reroutings are minor changes. They will be authorized.

O R D E R

Application having been filed, a public hearing having been held thereon, and the Commission having found that public convenience and necessity do not require that certain portions of applicant's existing services be continued in operation and that the abandonment thereof should be authorized, and having found further that the proposed reroutings are minor changes,

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(5) Exhibits Nos. 10 and 11.

IT IS ORDERED:

- (1) That the route description contained in paragraph  
(2) (c) of the order of Decision No. 38861, dated April 16,  
1946, be, and the same hereby is, amended to read as follows:

Beginning at Ocean Avenue and Coast Boulevard  
(U. S. Highway 101-A), thence via Ocean Avenue,  
Beach Street, Forest Avenue, First Street,  
Gleneyre Street and Diamond Street to its inter-  
section with Coast Boulevard.

Also beginning at Coast Boulevard and Nyes Place,  
via Coast Boulevard to its intersection with  
Ledroit Street.

Also beginning at Ocean Avenue and Coast Boulevard,  
via Ocean Avenue, Beach Street, Cliff Drive, Rosa  
Bonheur Drive, Cypress Drive, Monterey Drive,  
Hawthorne Road and High Drive to its intersection  
with Coast Boulevard.

Also beginning at Coast Boulevard and Nyes Place,  
via Coast Boulevard to Three Arch Bay.

- (2) That June R. Stephens, doing business as Stephens  
Transportation, is authorized to abandon and discontinue her  
passenger stage service over the routes and along the streets  
described as follows:

Beginning at Hawthorne Road and Monterey Drive,  
via Hawthorne Road, High Drive and Den Street,  
to its intersection with Monterey Drive.

Also along Broadway between its intersection with  
Coast Boulevard and Beach Street.

Also beginning at Gleneyre Street and Park Avenue  
via Park Avenue, St. Anns Drive, Wilson Street,  
Thalia Street, Temple Terrace, Oak Street, Catalina  
Street, Cress Street, Carmelita Street, Mountain  
Road, Catalina Street, and Calliope Street to its  
intersection with Gleneyre Street.

Also commencing at the intersection of Gleneyre  
Street and Bluebird Canyon Drive, via Bluebird  
Canyon Drive, Catalina Street, and Ruby Street  
to its intersection with Gleneyre Street.

Also along Diamond Street between its intersections with Gleneyre Street and Catalina Street.

Also along Catalina Street between its intersections with Mountain Road and Cress Street.

Also along Catalina Street between its intersections with Thalia Street and Oak Street.

Also along Thalia Street between its intersections with Catalina Street and Gleneyre Street.

Also beginning at the intersection of Coast Boulevard and Ocean Avenue, thence along Ocean Avenue, Third (3d) Street, Laguna Canyon Road, Laguna Avenue, U. S. Highway 101, Central Avenue (in Irvine), to the Atchison, Topeka and Santa Fe Railway Company station.

(3) That the applicant be, and she hereby is, authorized to cancel all fares, rules, regulations and schedules applying to the portions of her line herein authorized to be abandoned and discontinued by ordering paragraph numbered (2) herein.

(4) That on or before the effective date hereof, applicant shall file in triplicate and concurrently make effective, tariffs and time schedules satisfactory to the Commission.

(5) That for at least ten (10) days prior to the abandonment of service as authorized in ordering paragraph numbered (2) herein, applicant shall keep posted in each bus used in such service, and in its terminals used in connection with said service, and at a conspicuous spot at

each of its regular passenger boarding and alighting points, 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, this 27th day of May, 1952.

R. Z. [Signature]  
President  
James J. [Signature]  
Harold [Signature]  
Sumner [Signature]  
Ed. E. [Signature]  
Commissioners